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PLANNING

Planning, Design and Access Statement

Land North of Langley House, Ashbourne Road,
Kirk Langley, DE6 4NJ

Project Title:
Land North of Langley House, Kirk Langley

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1. INTRODUCTION

1.1 This Planning Statement has been prepared by Andrew Stock, Director of Stock Planning Ltd, an independent town planning consultancy. The consultancy is based in Derbyshire and operates primarily across the East Midlands, with experience in both urban and rural contexts, including residential, commercial, agricultural and mixed-use developments.

1.2 Andrew Stock is a Chartered Member of the Royal Town Planning Institute (RTPI) with over 15 years of professional experience within the planning and development sector, having held senior positions within two Local Planning Authorities and has served as a director at other reputable planning consultancies, further broadening his expertise in both the public and private sectors.

1.3 Stock Planning has a proven track record of securing planning permissions and delivering positive outcomes for clients through effective negotiation, detailed analysis and a pragmatic approach to problem solving.

2. APPLICATION SITE

2.1 The application site comprises part of the garden to the north of Langley House, off Ashbourne Road (A52), Kirk Langley. The site extends to approximately 0.15ha. To the west and north of the site is a small area of woodland.



Figure 1: *Approximate location of the application site area outlined in red*

2.2 Access to the site is taken directly off the A52, which wraps around a rendered dwelling and runs south towards Langley House. At the site entrance is a bus stop. Footways along the A52 provide a walking route into the centre of the village, some 0.5km away.

2.3 To the north of the site, beyond the tree lined boundary is a working farm. To the south and east of the site is existing residential development. Further to the south east is an established industrial estate. The settlement in this area is fragmented, with intervening fields / pockets of countryside.

2.4 Kirk Langley lies approximately four and a half miles north west of the city of Derby and two miles south east of Brailsford on the main A52 Derby to Ashbourne road. The application site lies within the main village, as defined in the Kirk Langley Neighbourhood Plan (2021) which is surrounded by a number of smaller hamlets.

2.5 The application site lies to the north of and outside the village conservation area (Kirk Langley Conservation Area - designated in 1995).

2.6 The site is not vulnerable to fluvial flooding. To the north of the site is a brook, which runs close to the site access. Where the access meets the A52, the site is vulnerable to surface water flooding in all scenarios based on the EA Flood Map for planning, with a maximum flood depth of 900mm.

3. PROPOSED DEVELOPMENT

3.1 Full planning permission is sought to erect a two-storey, five bedroomed dwelling, as illustrated on submitted plans.

3.2 The dwelling will be centrally positioned within the site, with access taken from the existing driveway serving Langley House.

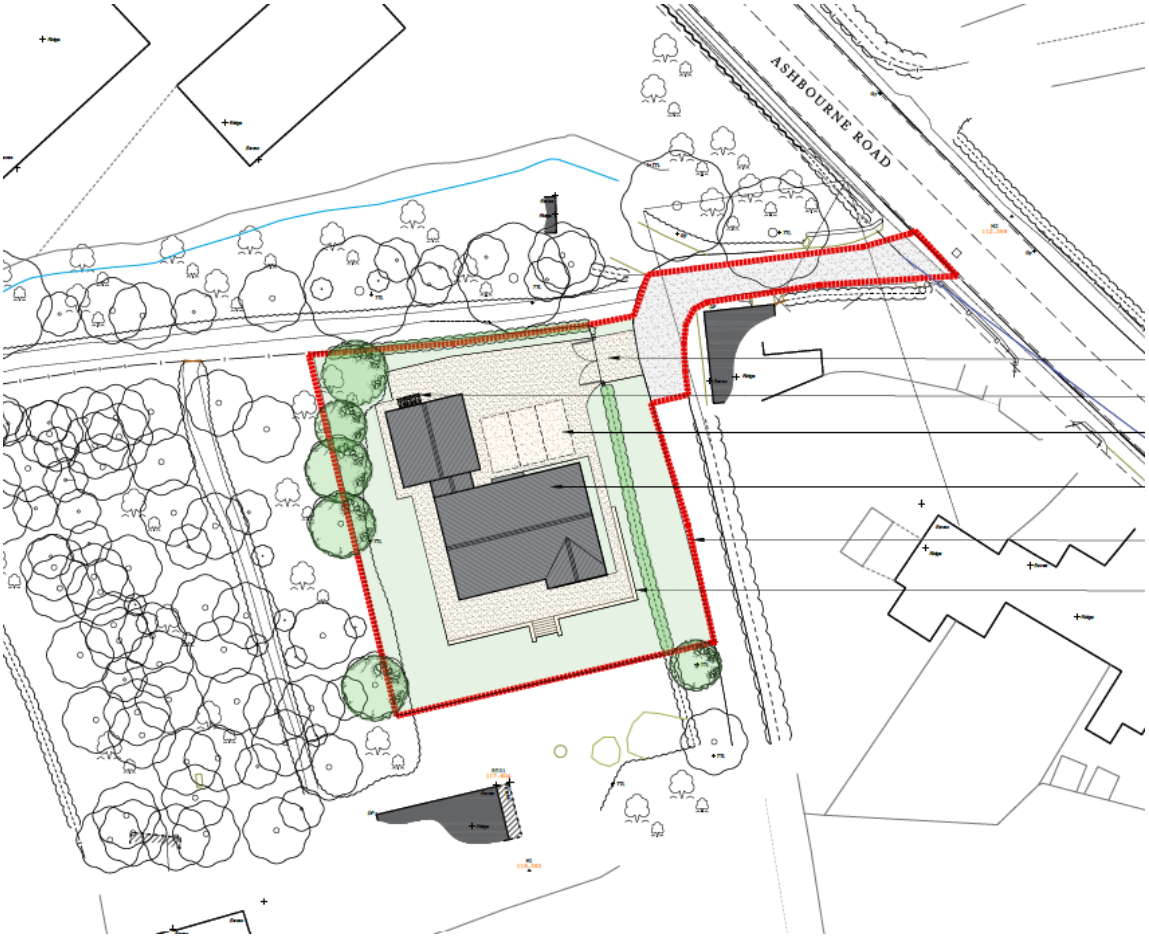

Figure 2: *Proposed site plan*

3.3 The dwelling will benefit from 3 no. parking spaces, ample manoeuvring space and a sizeable garden area, including extensive hardstanding.

3.4 The dwelling will have a traditional built form and appearance. It will incorporate some feature windows, a full height gable to the rear and will have a link attached double garage, projecting beyond the principal elevation to the north. It will be faced in red brick and plain clay roof tiles.

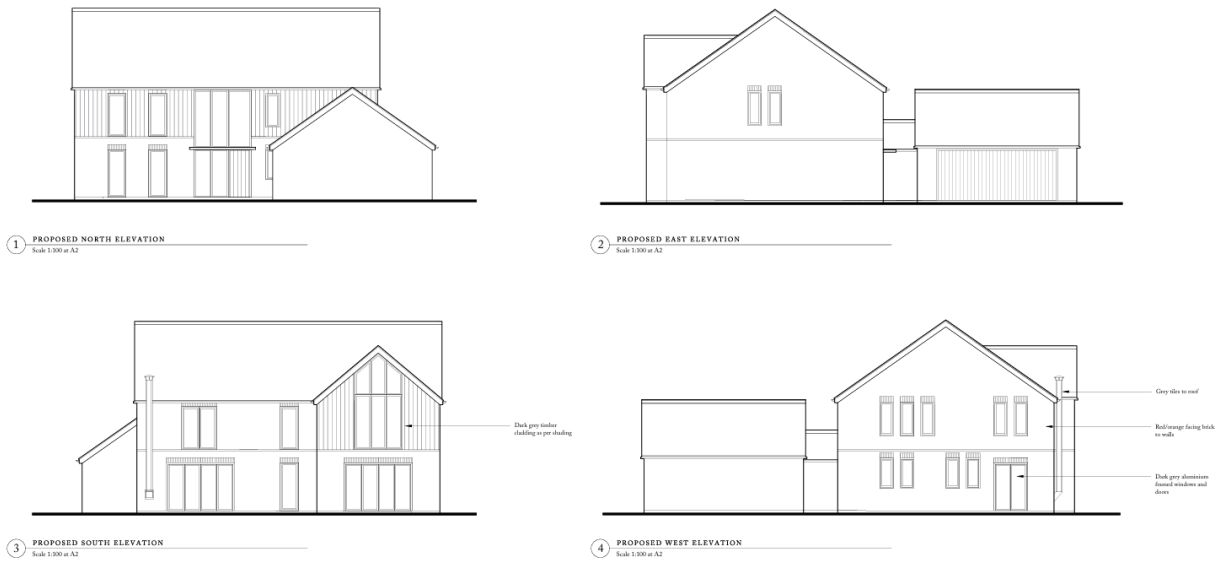

Figure 3: *Proposed elevations*

3.5 The application is accompanied by an Arboricultural Impact Assessment & Site-Specific Arboricultural Method Statement by Outline Trees and Preliminary Ecological Appraisal prepared by Eye Bright Ecology.

4. PLANNING POLICY

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for the purposes of the Act is the Amber Valley Local Plan (March 2026) and the Kirk Langley Neighbourhood Plan (2021).

4.2 The recently published National Planning Policy Framework (NPPF) (2026) also contains decision making policies and is important material consideration in respect of this application.

Amber Valley Local Plan (March 2026)

4.3 **Policy SS2: Spatial Strategy for Housing and Economic Growth** sets the overarching spatial strategy for accommodating housing and economic growth within Amber Valley. It identifies two principal locations for new housing:

- Within and surrounding the four urban areas of Alfreton, Belper, Heanor and Ripley, and on the edge of Derby's urban area.

- Within and immediately adjacent to Key Villages, other villages and settlements, as defined in Policy SS3, where development can support community vitality, maintain rural character and settlement identity, and meet local needs.

4.4 **Policy SS3: Settlement Hierarchy** establishes the settlement hierarchy that guides the distribution of development. It states that the:

- Primary focus for new development is in and around the four urban areas and adjacent to Derby City, where accessibility to transport networks, employment, shops and services is greatest.

- Secondary focus is in and around Key Villages, at a scale proportionate to their more limited range of services and public transport accessibility.

Kirk Langley is identified as a Key Village within this hierarchy. The application site lies within the built framework of the settlement.

4.5 **Policy H1: Housing Development Adjacent to Settlement Frameworks** supports housing development on land adjacent to the built framework of Urban Areas, Key Villages and land forming part of Derby's built framework, where all of the following criteria are met:

- The scale and character of development is reflective and proportionate to the settlement and its position within the hierarchy, taking account of cumulative impacts and landscape setting.

- The proposal constitutes sustainable development, being accessible to a range of services and facilities or improving the viability and accessibility of existing services.

- Infrastructure capacity exists or can be provided to support the development.

The application site meets these criteria, being part of the built framework and proportionate to the scale and character of Kirk Langley, with good access to the services, facilities and employment opportunities within the village and a major road with good access to public transport.

Built framework is defined in the local plan as the limits of continuous or contiguous development forming the existing built-up area of a settlement.

4.6 **Policy H3 Housing Development in Countryside** states that in the countryside, as defined in Policy SS3 Settlement Hierarchy, beyond the built framework of Urban Areas & Key Villages and Other Villages & Settlements or land that is not adjacent to the built framework, housing development will be permitted for;

- The conversion of existing dwellings to provide additional dwellings, or of existing buildings to housing from other uses, or the extension to, or replacement of existing dwellings,

- proposals for affordable housing on ‘rural exception’ sites.

New isolated dwellings will only be permitted where one or more of the circumstances set out in the National Planning Policy Framework can be demonstrated.

4.7 **Policy EN1: Climate Change** requires all development proposals to maximise opportunities to reduce carbon emissions and contribute to the Government’s net zero target. This includes:

- Reducing embodied carbon through reuse of buildings and materials.
- Using sustainably sourced materials.
- Minimising travel distances and supporting sustainable travel modes.
- Reducing energy consumption through layout, orientation, massing and landscaping.
- Incorporating renewable or decentralised energy generation, or ensuring buildings are net zero ready.
- Retaining trees and hedgerows and protecting land that acts as a carbon sink.

Further requirements include:

- Provision of multifunctional green infrastructure.
- Sustainable water management, including SuDS, green roofs and natural flood management.
- Measures to reduce flood risk and improve water quality.
- Design measures to avoid overheating.
- Submission of a climate change assessment with planning applications.

- New dwellings must meet the 110 litres/person/day water efficiency standard.

4.8 **Policy EN3: Flood Risk** requires the Borough Council to apply the sequential approach to flood risk, prioritising development on land at the lowest risk of flooding. Where development is proposed in areas of higher flood risk, it must first satisfy the Sequential Test and, where necessary, the Exception Test.

Development in such locations must:

- Be resilient to flooding through appropriate design and layout;

- Incorporate mitigation measures, either on-site or off-site where required.

All proposals should seek opportunities to reduce flood risk both to the site and to surrounding areas, helping to address the impacts of climate change.

Surface water management is a key requirement. Developments must:

- Minimise non-permeable surfaces;

- Achieve, where appropriate, a net reduction in surface water run-off;

- Incorporate SuDS that mimic natural drainage, improve water quality, support groundwater recharge, enhance biodiversity, and connect to the wider green infrastructure network.

Flood management infrastructure that reduces flood risk will be supported.

Finally, any development affecting surface or groundwater must demonstrate that it positively contributes to the water environment and does not harm water quality.

4.9 **Policy EN4: Heritage Assets** states that the Borough Council will support development proposals which preserve or enhance the significance of the Borough's heritage assets

and will assess them in accordance with case law, legislation, and the National Planning Policy Framework in a manner that is appropriate to the significance of the heritage asset.

Any development proposals that may affect the significance of a heritage asset or harm its setting should be accompanied by a heritage assessment that clearly sets out the significance of the heritage asset, including any contribution made by its setting. The assessment should identify the level of harm that would arise and demonstrate what measures have been taken through the design process to avoid or mitigate the harm.

4.10 **Policy EN8 Biodiversity** states that all development should**:**

1. protect, manage, enhance and extend the ecological network of habitats, species and sites of international, national and local importance (statutory and non-statutory),

2. minimise impacts on biodiversity and features of geodiversity value,

3. deliver measurable and proportionate net gains in biodiversity

4.11 **Policy EN15: Quality and Design of Development** requires high-quality, sustainable and contextually appropriate design. Key criteria include:

Creating high-quality places that reflect local character in height, scale, massing, density, layout and materials.

- Demonstrating an understanding of context through site analysis.

- Maximising opportunities for active travel.

- Creating inclusive places accessible to all demographics.

- Making effective use of land and safeguarding natural resources.

- Ensuring development is adaptable, durable and climate-resilient.

- Protecting residential amenity from overlooking, overshadowing, noise and light pollution.

- Providing satisfactory access to the transport network.

- Enhancing health, wellbeing and social inclusion through design and provision of open space.

- Avoiding development of open land with amenity value where it contributes to local character.

- Providing high-quality public realm and biodiversity improvements.

- Ensuring adequate outdoor space and refuse storage.

- Respecting heritage assets and their settings.

- Retaining existing trees and hedgerows and incorporating new planting.

All new housing must also comply with Nationally Described Space Standards, unless constraints justify an alternative approach.

Kirk Langley Neighbourhood Plan (2021)

4.12 **Policy HOUS2: Housing Location** supports housing development within or adjacent to the built framework of Kirk Langley. The built framework is defined as the limits of continuous or contiguous development forming the existing built-up area.

4.13 **Policy HOUS4: Design** requires new homes to be of high-quality design appropriate to their local context. Key expectations include:

- Use of local materials such as red brick, Staffordshire blue tiles, and native hedgerows.

- Submission of a detailed Design and Access Statement referencing relevant character assessments (Appendices 3, 5 and 11).

- Meeting Lifetime Homes Standards (except starter homes), including flexibility for future adaptation and space for home working.

- Complementing existing dwelling types and local character.

- Providing appropriately sized gardens.

- Ensuring adequate on-site parking for all adult occupants and visitors.

- Using permeable surfaces and SuDS to reduce flood risk.

- Incorporating solar panels where visually appropriate.

- Providing EV charging points.

- Optimising energy efficiency.

- Ensuring suitable connections to high-speed broadband.

National Planning Policy Framework (2026)

4.14 The decision-making policies contained within the recently published NPPF are a significant material consideration in respect of the assessment of the development proposal.

4.15 Paragraph 2 of Annex A states that development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given very limited weight. The only exception to this is where they have been examined and adopted or made against the Framework.

4.16 National decision-making policy S2 states that decisions on development proposals should apply a presumption in favour of sustainable development. This means that policy S4 in the Framework should be applied when considering development proposals within settlements.

4.17 Decision-making policy S4 deals specifically with the principle of development within settlements and states that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in the Framework.

4.18 Kirk Langley is a secondary village, which is the secondary focus for development in the Local Plan. The Key Villages purposefully do not have a defined settlement framework boundary to allow for housing development within and on land adjacent to the built framework of in accordance with Policy H1. Settlement is defined in the NPPF as including cities, towns, villages and other predominantly built-up areas, including land which is allocated or has permission for development which will form part of the built-up area once the development is complete. This includes areas defined as a settlement in the development plan (whether using defined settlement boundaries or equivalent terms, or criteria for identifying settlement extents where boundaries have yet to be defined). Settlements do not include hamlets and scattered groups of houses located outside predominantly built-up areas, unless specifically defined as a settlement in the development plan. As set out in the Kirk Langley Neighbourhood Plan (2021), the site falls within the Kirk Langley settlement area and not within the surrounding hamlets.

4.19 Notwithstanding the definition in the neighbourhood plan, the site does not technically form continuous or contiguous development forming the existing built-up area of a settlement as defined in the local plan.

4.20 The site could therefore be construed as constituting development in the countryside. In this regard, national decision-making policy ***S5: Principle of development outside of settlements*** sets out the circumstances, where development outside settlements will be approved. 1. d. supports the redevelopment of previously developed land (including a

material change of use to residential or mixed-use including residential), e. supports limited infill within groups of houses and j. development which would address an evidenced unmet need and be physically well-related to an existing settlement.

4.21 National decision-making policy L2 states that substantial weight should be given to the benefits where a development proposal would make better use of vacant and underutilised land and buildings.

4.22 In assessing the transport impacts of new development para. 4 of decision-making policy TR6 states that development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

4.23 National decision-making policy N2: Improving the natural environment states that to contribute positively to the natural environment, and support nature's recovery, development proposals should:

> a. Consider the environmental qualities of land proposed for development, including habitats, landscape character and the natural beauty of the countryside, and identify opportunities for those qualities to be conserved or enhanced (including through requirements for biodiversity net gain where these apply) amongst other considerations.

4.24 Policies HE4 and HE5 seeks to secure the conservation of heritage assets and ensure that their significance is appropriately assessed.

5. PLANNING ASSESSMENT

5.1 Having regard to the planning policy context, the relevant matters for consideration in respect of this application are:

- The principle of the proposed development;
- The impact of the development on the character, history and identity of the area and residential amenity, having regard to the dwelling's design scale, height, layout, appearance and materials, and;
- Biodiversity, tree, climate change, drainage and highway safety considerations.

The site is surrounded by tree planting and existing development, some 200m to the west of Kirk Langley Conservation Area, such that its setting / significance would not be affected by the proposed development.

Principle of the proposed development

5.2 The principle of development requires assessment against the Amber Valley Local Plan (2026), the Kirk Langley Neighbourhood Plan (2021), and the National Planning Policy Framework (2026). An important consideration is whether the proposal represents acceptable development within a settlement or whether it should be treated as development in the countryside, and in either case whether the relevant policy tests are satisfied.

5.3 Kirk Langley is identified as a Key Village within Policy SS3 of the Amber Valley Local Plan. Key Villages are the secondary focus for development, intended to accommodate proportionate housing growth that supports local services, maintains rural character, and reinforces settlement identity. Development within or on land adjacent to the built framework is acceptable in principle under policy H1 of the Local Plan.

5.4 The Kirk Langley Neighbourhood Plan (2021) confirms that the application site lies within the main village. The site is also surrounded by residential development to the south and east, an industrial estate to the south-east, and a farmstead to the north, forming part of a fragmented but established settlement pattern. This reflects the NPPF definition of a settlement as a "predominantly built-up area".

5.5 National decision-making policy S4 states that development within settlements should be approved unless adverse effects would substantially outweigh the benefits. The proposals would make a small contribution to the borough's housing needs, make effective and efficient use of currently underutilised garden land between existing built development and support local services and facilities, with no significant adverse effects.

5.6 If the site is treated as countryside under Policy SS3 and Policy H3 of the Local Plan, the proposal must be assessed against national decision-making policy S5: Principle of development outside settlements.

5.7 Policy S5 supports the redevelopment of previously developed land, including a material change of use to residential. The site forms part of the domestic garden of Langley House. The Dartford BC v SSCLG, 2017 confirms that private residential gardens that are not in built-up areas are not excluded from the previously developed land definition. As such, the proposed development benefits from support under Policy S5.

5.8 National decision-making policy S5 also supports limited infill within groups of houses. The site is enclosed by residential development to the south and east and a farmstead to the north. This creates a clearly defined cluster of built form and the proposal comprises logical, limited infill within this group.

5.9 Although the settlement of Kirk Langley is expected to deliver a minimum of 136 new dwellings, the local planning authority is able at this time to demonstrate a 5.8-year supply of deliverable housing land (Summary of Housing Need & Supply as at 1 April 2026), such that the provision of 1, j. are not considered to apply.

5.10 For reasons set out above and notwithstanding the boroughs current five-year housing land supply position, the proposed development is considered to be acceptable in principle, having regard to the relevant provisions of the development plan and national planning policy either as appropriate development within or outside of a settlement.

5.11 Having regard to sustainability of location considerations, footways along the A52 provide a safe and direct walking route into the centre of the village. This ensures convenient access to local services, community facilities and employment opportunities within the settlement, consistent with Local Plan Policy H1, which requires development to be accessible to a range of services or to improve the viability of existing provision.

5.12 The site benefits from an excellent level of public transport accessibility with regards to public bus services, with a bus stop situated directly at the site entrance and served by the number 2 and swift services. The number 2 operates approximately hourly, while swift operates approximately every 30 minutes. Together, these services provide up to three buses per hour, equivalent to an average combined frequency of approximately one bus every 20 minutes where the timetables are suitably staggered. This represents a practical and attractive level of provision for the proposed single dwelling, whose limited travel demand would not materially affect the capacity or operation of the existing services. The connections available along the A52 corridor to Derby, Ashbourne and wider employment centres provide future residents with a realistic alternative to travelling by private car, consistent with the general objective of locating development where sustainable transport choices are available.

5.13 The presence of footways and direct access to the A52 further supports walking, cycling and public transport use. These characteristics accord with Local Plan policy EN1, which requires development to minimise travel distances, support sustainable travel modes and reduce carbon emissions.

5.14 The proposed development is therefore considered to represent an appropriate and sustainable location for new housing, having regard to its accessibility, relationship to existing development and compliance with the spatial strategy of the Amber Valley Local

Plan (2026), the Kirk Langley Neighbourhood Plan (2021) and the National Planning Policy Framework (2026).

The impact of the development on the character, history and identity of the area and residential amenity, having regard to the dwelling's design scale, height, layout, appearance and materials

5.15 The proposed dwelling has been purposefully designed to reflect the local vernacular. It will have a traditional built form and appearance, incorporating red brick, plain clay roof tiles, a full-height rear gable and feature windows. These materials and architectural elements are characteristic of Kirk Langley and reflect the expectations of Neighbourhood Plan Policy HOUS4, which requires the use of local materials such as red brick and clay tiles and demands high-quality, contextually appropriate design.

5.16 The dwelling's two storey height, traditional proportions and pitched roof form ensure it sits comfortably within the surrounding settlement pattern, which comprises a mix of historic and modern residential properties. The design avoids suburbanising features, excessive massing or incongruous contemporary styling, thereby respecting the village's rural identity.

5.17 The dwelling is centrally positioned within the 0.15ha site, ensuring generous separation from boundaries and avoiding any sense of overdevelopment. The scale and massing are proportionate to the plot size and consistent with the pattern of detached dwellings in Kirk Langley.

5.18 The link-attached double garage is designed to project modestly beyond the principal elevation, but its form and materials ensure it reads as a subordinate element. This accords with Amber Valley Local Plan Policy EN15, which requires development to reflect local character in height, scale, massing and layout, and to create high-quality places that safeguard residential amenity.

5.19 The proposed dwelling will utilise garden land between existing built development, thereby maintaining the settlement's identity without extending built form into open countryside. This is consistent with Local Plan Policy SS3, which supports proportionate

development in Key Villages, and Policy H1, which supports housing within or adjacent to the built framework where scale and character are reflective of the settlement. The proposal does not introduce isolated or intrusive development that is harmful to the character of the settlement or surrounding countryside.

5.20 The siting of the dwelling relative to neighbouring properties is such that the development would not result in any unacceptable overbearing or overshadowing effects or loss of privacy. Whilst there will be some increased comings and goings in close proximity to the dwelling to the east, of the site access this would not result in unacceptable noise or nuisance to warrant refusal of the application.

Biodiversity, tree, climate change, drainage and highway safety considerations

Trees

5.21 The site is bordered by woodland to the west and north providing natural screening and reducing the visual impact of the development. The woodland also provides valuable wildlife habitat and it is important that it is retained.

5.22 The proposed development results in minimal arboricultural impact, with only a minor incursion of less than 0.3% into the Root Protection Area (RPA) of tree T17, which the applicants' arboriculturist confirms can be accommodated using traditional construction methods without harm.

5.23 The submitted Arboricultural Impact Assessment & Site-Specific Arboricultural Method Statement confirms that no significant shading, direct damage, pruning pressure or seasonal nuisance issues will arise from the retained trees. The recommended Tree Protection Measures (TPMs) protective fencing and temporary ground protection ensure that construction can proceed safely without adverse effects on retained trees aligning with Policy EN8 and EN1, which emphasise the retention of trees, hedgerows and green infrastructure.

Biodiversity

5.24 The application is accompanied by a Preliminary Ecological Appraisal prepared by Eye Bright Ecology. Although the site falls below the 0.2ha exemption for a 10% biodiversity net gain to be delivered, the applicant is committed to the achievement of a biodiversity net gain through new planting, habitat enhancement within the garden areas, and the retention of existing trees and is agreeable to a planning condition to secure such a gain.

Climate Change Statement

5.25 The development responds positively to climate change considerations in accordance with Local Plan Policy EN1, which requires all proposals to maximise opportunities to reduce carbon emissions and contribute to net-zero objectives. The site's location supports sustainable travel modes, with footways providing a safe walking route to the village and a bus stop located at the site entrance, reducing reliance on private car use.

5.26 The dwelling's traditional form, orientation and massing allow for energy-efficient design, including potential integration of renewable energy technologies and high-performance building fabric. The use of locally sourced materials such as red brick and clay tiles aligns with EN1's requirement to reduce embodied carbon and support durable, climate-resilient construction.

5.27 The proposal will also provide the following:-

- Adequate garden space for green infrastructure;
- SuDS to manage surface water, and
- Compliance with water efficiency standards required for new dwellings.

Drainage

5.28 The site is not vulnerable to fluvial flooding. This places it within the lowest-risk flood zone, aligning with the first requirement of Policy EN3, which prioritises development on land at minimal flood risk.

5.29 The only identified flood-related issue is surface water flooding at the site access. This is confined to the access with the A52 and does not affect the dwelling or its curtilage.

5.30 The site layout retains existing trees and hardstanding areas can be constructed using permeable paving, allowing infiltration and reducing surface water discharge. The development will need to ensure that appropriate drainage is put in place to place to compensate for any non-permeable areas. Accounting for climate change, this should provide betterment over the existing situation and will be not compound existing surface water flooding.

5.31 The development would be safe throughout its lifetime, with only minor inconvenience at the site access during a surface water flooding event.

Highway safety

5.32 The site benefits from an established vehicular access onto the A52, which wraps around an existing dwelling and provides direct connection to the wider highway network, with good visibility in both directions. A review of the publicly available personal-injury collision records presented on the CrashMap website indicates that no incidents have been recorded at the existing vehicular access during the latest available five-year period. On this basis, there is no recorded collision history to suggest that the continued use of the existing access in connection with the proposed development would give rise to an unacceptable highway-safety concern.

5.33 Derbyshire County Council's 'Parking Guidance for New Developments' guidance (September 2024) highlights that for a 4-5 bedroom dwelling located in a 'Rural Environments with access to some services by active travel modes', a minimum of three on-site parking spaces should be provided.

5.34 The proposal includes 3 no. parking spaces and ample manoeuvring space ensuring safe and efficient on-site vehicle movements and preventing overspill parking onto the A52. Furthermore, the proposed dwelling includes a double garage which could accommodate a further two cars plus secure cycle parking. Therefore, it can be concluded that the proposed dwelling provides sufficient car and cycle parking in line with current guidance.

5.35 The presence of a bus stop within close proximity of the site entrance and footways linking the site to the village support sustainable travel and reduce reliance on private vehicles. The scale of development results in a negligible increase in traffic movements and does not place pressure on the local highway network.

5.36 DCC's 'Planning Streets and Places' guidance (September 2024), notes that… *"A private driveway can serve one or more properties, up to a maximum of 10, after which the traffic generated and number of turning movements associated with the driveway is considered sufficient for the access to be considered for adoption by the Local Highway Authority and therefore must accord with the design characteristics of a Pedestrian Prioritised Street, Informal Streets, or an Enhanced Street"*.

5.37 The existing access measures a minimum of circa 4.3 metres wide in the vicinity of the site frontage, increasing in width at the bell mouth and around the internal bend and is in the form of a shared surface arrangement. The existing access currently serves two properties and subject to approval, will serve a total of three post planning. DCC's 'Planning Streets and Places' guidance notes that a shared surface private driveway can serve up to 10 dwellings and 'must be a minimum of 4.1 metres for the first 15 metres behind the back of the carriageway'. Therefore, it can be concluded that the existing access should be sufficient to serve both the existing properties and proposed dwelling without the requirement for improvements to the access itself.

5.38 National decision-making policy TR6 states that development should only be refused on transport grounds where impacts are severe or where there is an unacceptable impact on highway safety. Given the modest scale of the proposal, existing access arrangements, and the availability of sustainable transport options, no such impacts arise. The development therefore accords with TR6 and Local Plan Policy EN15, which requires

satisfactory access to the transport network and protection of residential amenity from traffic-related impacts.

6. CONCLUSION

6.1 Full planning permission is sought to erect a two-storey, five bedroomed dwelling, as illustrated on submitted plans.

6.2 The proposed development represents a proportionate and policy-compliant addition to Kirk Langley, either as acceptable development within the settlement or, if treated as countryside, as supported infill and previously developed land under national decision-making policy S5. The site lies within the village as defined in the Kirk Langley Neighbourhood Plan and is surrounded by existing residential, agricultural and commercial uses, forming part of a fragmented but established settlement pattern. As the assessment notes, the proposal "would make effective and efficient use of currently underutilised garden land between existing built development" and would not result in isolated or intrusive encroachment into open countryside.

6.3 The dwelling has been designed with clear regard to local vernacular, incorporating red brick, clay tiles, traditional proportions and a restrained built form consistent with Neighbourhood Plan Policy HOUS4 and Local Plan Policy EN15. Its siting within the 0.15ha plot ensures generous separation, appropriate massing and no unacceptable impacts on neighbouring amenity. The scheme maintains settlement identity and reflects the spatial strategy for Key Villages set out in Policy SS3.

6.4 Environmental and technical considerations have been robustly addressed. The Arboricultural Impact Assessment confirms only a minor incursion of less than 0.3% into the RPA of tree T17, with retained woodland providing screening and habitat value. Biodiversity enhancements can be secured by condition. The site is not at fluvial flood risk, and surface-water issues at the A52 can be improved and would not render the development unsafe. The development benefits from an established access, adequate parking and manoeuvring space, and excellent public transport accessibility, such that impacts fall well below the threshold of "severe adverse impact" required for refusal under TR6.

6.5 Overall, the proposal accords with the Amber Valley Local Plan (2026), the Kirk Langley Neighbourhood Plan (2021) and the National Planning Policy Framework (2026). It delivers a high-quality, well-designed dwelling in a sustainable location, with no significant adverse effects that would outweigh the tilted balance in favour.

6.6 It is respectfully requested that the Council grants planning permission.

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