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: Graham Foulkes
Our ref: AVBC/2026/018925
Your ref: AVA/2026/0575
Date: 29 October 2026

Dear Mrs Godson,

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

PROPOSAL: Outline application for the change of use of 2 buildings currently in use as a car dealership to dwellinghouses and erection of 6 dwellinghouses

LOCATION: BENZ BAVARIAN LTD 109 Derby Road Duffield Belper Derbyshire DE56 4FQ

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 application seeks outline planning permission for a proposed residential development on land at 109 to113 Derby Road, Duffield. Access, scale, and layout are non-reserved matters for which approval is required at this stage.

The A6 Derby Road is a classified a single carriageway primary road, subject to a 40mph speed limit and with central hatched ladder markings in the vicinity of the site

The site comprises 109, 111, and 113 Derby Road as well as the garden space to 115 Derby Road.109 and 113 Derby Road are former residential properties which currently form both Benz Bavarian offices and showroom.

8 dwellings are proposed. The proposed access will serve all 8 dwellings and retained agricultural land to the east/south-east of the dwelling on plot 8.

The car showroom building between 109 and 113 Derby Road is to be demolished to make way for the site access and one new dwelling.

The buildings at 109 and 113 Derby Road will be retained and converted to residential use with plans to extend both. The remaining five properties would be located on land to the east of 109 to 115 Derby Road and extending further south.

115 Derby Road is to be unaltered and will continue to take direct access from the A6.

The planning application is supported by a Proposed Site Plan (drawing number 5562- 003 Rev C) and a Design and Access Statement (DAS; ref. 5562_02_PS Version 02, dated 24/11/25).

Principle of Development

Visibility from the site access is satisfactory in both directions along the A6. Accordingly, the highway authority considers that, subject to the detailed access and site layout requirements set out in these observations, the proposed development would not be likely to give rise to an unacceptable impact on highway safety.

Having regard to the traffic generated by the established use of the site, the highway authority considers that the traffic likely to be generated by the proposed development will not be likely to give rise to a severe impact on the transport network.

Having regard to the above, the highway authority would have no in-principle objection to this planning application.

Site Access Principles

The scale of the proposed development is not such that the highway authority would require provision of an adoptable site access road, as the highway authority's Planning, Streets, and Places (PSP) design guidance permits developments of up to 10 dwellings to be served by means of a shared private driveway.

Drawing number 5562- 003 Rev C shows that the carriageway width on the main site access to the east of the A6 scales at circa 4m with the footways/margins adjacent to the access scaling at circa 1m in width. Such dimensions do not conform to adoptable highway design requirements. The site layout plan therefore suggests that the applicant intends that the proposed site access should take the form of a shared private driveway.

Given the above, the highway authority has assessed the site access and layout arrangements against design guidance for shared private driveways, e.g. PSP sections 4.8, 5.4, and 5.8, with which the layout does not comply as set out later in these observations.

The applicant should confirm if the above assumption is wrong and if the site access is intended to be adopted as public highway. If so, the layout should be assessed against the guidance set out in PSP sections 4.11, 4.8, 5.4, 5.7, and 5.8, with which the currently submitted site layout does not comply.

Site Layout Assessment

Having regard to the above, the highway authority has assessed the site access arrangements against the design requirements for shared private driveways. The following issues arise:

1. The access onto the A6 should take the form of a dropped kerb verge/footway crossing, not a formal junction with bell mouth radii.

2. Where within the highway, the access must be to highway authority specification.

3. 2m x 2m pedestrian visibility splays are required within the site on both sides of the site access driveway to the east of the footway on the A6.

4. Access within the site would not require formal footway provision as pedestrians are expected to share the same surface as vehicles on a shared private driveway.

5. The accesses into plots 1 and 2/3 should be located further to the east away from the A6; a spacing of 15m is normally required between junctions and driveways

6. The shared driveway should have a minimum width of 4.1m within 15m of the A6 carriageway edge. At the point where the driveway meets the A6 it should have a layout which can allow two large cars to pass in opposite directions without obstruction in the mouth of the access. Swept path plots are required to confirm the necessary site access width and layout adjacent to the A6.

7. Refuse vehicle turning space should be provided after each 55m of driveway length. If only one refuse vehicle turning head is required, it should be accompanied by provision of a hard paved, shared bin collection point. Swept path plots should be provided to confirm the adequacy of the turning space.

8. Turning space for a 3.5 tonne delivery van should be provided after each 25m length of driveway and for a delivery van to turn at the southern end of the driveway adjacent to plot 8. Swept path plots should be provided to confirm the adequacy of the turning space.

9. The maximum length of single lane driveway should be no more than 25m.

10. 4.1m wide passing bays, 10m long, should be provided after each 25m length.

11. There must be no loose surfacing within 5m of the highway boundary.

12. There should be no gates on the shared driveway.

13. The geometry of the driveway at its southern end should allow agricultural vehicles to access the retained land to the east and south of plot 8. Swept path plots should be provided to confirm the adequacy of the layout to accommodate such vehicles.

14. Other than at the site access, full height kerbs and footways should be provided along the planning application site frontage to the A6 where the kerbs/footway are currently dropped.

15. Amendments are required to the central hatched ladder markings on the A6 to allow for a right turn slot to be formed to facilitate vehicles turning right into the site from the A6.

16. Bin storage provision should be shown within each plot.

Car and Cycle Parking

Car parking provision should comply with the highway authority's Parking Guidance for New Developments (PGND). 3-bedroom dwellings should each have 2 driveway car parking spaces. 4- and 5-bedroom dwellings should each have 3 driveway car parking spaces. Garages are not counted towards the level of car parking provision though they can be used to provide secure, covered cycle parking subject to design.

Plots 1, 4, 7, and 8 have sufficient driveway car parking.

Plots 2, 3, 5, and 6 have insufficient driveway car parking spaces. Each should have 3 driveway car parking spaces.

The single garages on plots 4, 5, and 6 have insufficient space between the driveway and the garage door. A minimum driveway length of 6m is required in front of garage doors.

Parking spaces should measure 2.4m x 5.5m (absolute minimum length = 4.8m). A 0.9m minimum width path should be provided for pedestrian access to dwellings. Parking space dimensions should be shown on the site layout plan.

Aisles adjacent to perpendicular parking spaces should be no less than 6m wide.

Secure, covered, and accessible cycle parking is required at a rate of 1 cycle parking space per bedroom. Details should be provided on the site layout plan.

Details of electric vehicle (EV) charging points can be secured by planning condition.

Conclusion

It is not possible for the site access and on-site layout details to be approved as non-reserved matters at this stage. Amended site layout details are required to address the above issues.

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

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

Yours sincerely,

Graham Foulkes
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
11 September 2026	**Graham Foulkes**	**SD**	**29 October 2026**