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: Robert Smith
Our ref: AVBC/2026/018156/R1
Your ref: AVA/2026/0451
Date: 9 November 2026

Dear Ms Anthony,

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

PROPOSAL: Proposed new single self-build dwelling on the land to the rear of 55 Church Road, Quarndon (may affect the character of the conservation area)

LOCATION: Rear of 55 Church Road, Quarndon

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, has no objection subject to recommended planning conditions being imposed should approval be granted.

Background

This planning application seeks permission for a single self-build dwelling on land to the rear of 55 Church Road, Quarndon.

The LHA's initial comments on this planning application were issued on 27/7/26. Further information has been submitted by the applicant, in the form of amended plans.

Traffic Impact

It is considered unlikely that the traffic generated by the proposal would result in an unacceptable impact on highway safety or a severe impact on the transport network beyond the immediate site access.

Site Access

Access to the site is proposed via a new access to Church Road, a classified road subject to a 30mph speed limit in the vicinity of the site.

The Site Access Design plan (Ref: 25401-RLL-25-XX-DR-D-5000-P01) demonstrates 2.4m x 43m site access visibility splays in both directions along Church Road.

The site is higher than the adjacent highway. From the site access design plan and the submitted site sections, the applicant proposes to significantly lower the ground levels to provide a private driveway with a gradient not exceeding 1:20. The applicant has submitted amended long- and cross-sectional drawings showing how the 1:20 site access driveway gradient can be achieved.

The visibility splays will require the affected embankments to be remodelled to ensure that the splays are unobstructed above a height of 0.6m above the adjacent carriageway level on Church Road. The amended Site Section drawing 020-2025-013 Rev D illustrate alterations to the embankment to facilitate the above visibility splays.

Vegetation has been shown set back no closer than 1m from the splay envelopes to allow for future growth, on amended site plan 020-20250003 Rev I, in line with previous LHA comments.

It is noted in the Supporting Document that Site Access Design drawing 25401-RLL-25-XX-DR-D-5000 is not a proposed access drawing. To that end the applicant has submitted the amended Site Plan as Proposed (Ref: 020-2025-003 Rev I), showing the driveway surfaced in a bound material for a minimum length of 5m within the site measured from the highway boundary, to reduce the possibility of deleterious material being deposited in the highway.

Provision to prevent the unregulated discharge of surface water to the public highway should also be provided together with a hard surfaced verge crossing, constructed in accordance with the LHA's specification, which includes demarcation at the highway boundary. These requirements can be secured by planning conditions.

Internal Layout

Whilst the planning application form states that the scheme will comprise a 2-bedroom dwelling, the submitted floor plan (Ref: 020/2025/004 Rev I) shows a study at first floor level. This could be used as a bedroom. The scheme should therefore be assessed as a 3-bedroom dwelling.

In accordance with the LHA's Parking Guidance for New Developments (PGND), car parking provision should be 2 no. parking spaces for a 3-bedroom dwelling.

A bike store is proposed at the rear of the property, providing sheltered, secure, and accessible cycle parking.

The applicant will need to consult with the relevant refuse collection department to ascertain what will be acceptable to them in terms of access, numbers, and location of bins. Bin storage should not obstruct the private driveway access, parking, or turning provision. A paved bin collection point should be provided, clear of the public highway, for use on refuse collection days. Details can be secured by planning condition.

Sustainable Travel

The site is located outside the main built-up area of the settlement and has limited accessibility to day-to-day services and facilities. The nearest key facilities are in Allestree and Derby, approximately 3km from the site and opportunities for walking and cycling are constrained by distance.

Public transport provision in the vicinity of the site is limited, with the nearest bus stops located approximately 65m from the site, with no footway link on the site side of Church Road and providing services at a limited frequency.

As a result, opportunities for future occupants to access services by sustainable modes would be restricted and a high level of reliance on private car travel is likely.

Conclusion

Having regard to the above, the LHA would have no objection to this planning application subject to the following recommended planning conditions and informatives being attached to the decision notice if planning permission is granted.

Planning Conditions

The development hereby permitted shall not be occupied until the access, parking, and turning facilities have been provided as shown on drawing number 020-2025-003 Rev I. Such facilities shall be maintained free of encumbrance to their intended use for the life of the development.

Reason: To ensure conformity with submitted details.

The development hereby permitted shall not be occupied until visibility splays are provided on both sides of the site access, from a point at the centre of the site access 2.4m from the near side edge of the adjacent carriageway (measured perpendicularly), for a distance of 43m measured along the nearside edge of the adjacent carriageway and offset a distance of 0.6m from the edge of the carriageway. The resulting visibility splay envelopes shall thereafter be permanently kept free of all obstructions over 0.6m above adjacent carriageway level. No new planting shall take place within 1m of the visibility splay envelopes.

Reason: In the interest of highway safety.

The development hereby permitted shall not commence until a scheme showing details of a bin collection point has been submitted to and approved in writing by the Local Planning Authority. The bin collection point shall be located adjacent to and clear of the public highway, and clear of the site access, parking and turning provision. The approved bin collection point shall be implemented prior to occupation

of the development hereby permitted and shall be retained thereafter free from impediment to its designated use.

Reason: To ensure safe and suitable conditions are maintained on the public highway, in the interests of highway safety, and to ensure appropriate waste/refuse facilities are provided for the occupiers of the development.

The development hereby permitted shall not be occupied until the driveway is surfaced in a bound material, along the full width of the driveway for a minimum length of 5m within the site measured from the highway boundary, in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. This area of driveway shall be maintained in the bound material for the life of the development.

Reason: In the interest of highway safety.

The development hereby permitted shall not be occupied until the access driveway/parking/turning areas are constructed with provision to prevent the unregulated discharge of surface water to the public highway in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. Such provision shall be maintained for the life of the development.

Reason: To ensure that surface water from the site is not deposited on the public highway causing danger to road users.

The development hereby permitted shall not be occupied until a hard surfaced verge crossing to serve the driveway from the public highway, including measures to demarcate the location of the highway boundary along the application site frontage, is available for use and has been constructed in accordance with the highway authority's specification to the satisfaction of the Local Planning Authority.

Reason: In the interest of highway safety.

The development hereby permitted shall not be occupied until sheltered, secure, and accessible cycle parking has been provided in the form illustrated on drawing 020-2025-003 Rev I. The cycle storage facility shall be maintained for this purpose for the life of the development.

Reason: To promote travel by sustainable modes in accordance with the National Planning Policy Framework.

Informatives

Planning permission does not convey consent to work on or adjacent to the public highway.

Prior to any works commencing on site, including demolition works, the developer must obtain the highway authority's consent.

The developer must obtain a license under Section 184 of the Highways Act 1980 before commencing any works on the highway.

Details are available at: www.derbyshire.gov.uk/transport-roads/roads-traffic/licences-enforcements/vehicular-access/vehicle-accesses-crossovers-and-dropped-kerbs.aspx or email highways.hub@derbyshire.gov.uk.

The deposit of mud or other items, and/or the discharge of water, onto the public highway are offences under Sections 149 and 151, Highways Act 1980. The applicant, any contractors, and the owner/occupier of the land must therefore ensure that nothing is deposited on the highway, nor that any soil or refuse etc is washed onto the highway, from the site. Failure to prevent this may force the highway authority to take both practical and legal action (which may include prosecution) against the applicant/contractors/owner or occupier of the land.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
9 November 2026	**Robert Smith**	**SD**	**9 November 2026**