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: Devinda Kumarasinghe
Our ref: AVBC/2026/019049
Your ref: AVA/2026/0593
Date: 12 November 2026

Dear Rebecca Godson

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

PROPOSAL: Erection of a stable block

LOCATION: The Old Vicarage Horsley Road Horsley Derby Derbyshire DE21 5BR

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 the application is **deferred** pending additional information.

Background and highway impact

The supporting statement describes a two-bay stable block with a tack room and machinery/implement storage, intended for the applicant's family's personal use to accommodate two ponies. It states that no commercial equestrian facility is proposed and that existing access arrangements would remain unchanged.

Having regard to the proposed scale and personal use, significant traffic generation or a severe adverse impact on network capacity and congestion would not be anticipated. The LHA's concern relates specifically to the suitability of the existing Church Street entrance for the vehicles associated with the development.

Site access

The submitted plans identify access from Church Street along an existing track leading to the paddock and proposed stable block.

Street View imagery dated March 2022 shows a gated entrance with adjoining boundary features and vegetation that appear to constrain the approach and turning manoeuvre. The aerial imagery appears to show a surfaced track, but does not establish the current entrance dimensions or whether alterations have been undertaken since the Street View image.

The applicant should therefore provide an up-to-date, suitably scaled and dimensioned plan of the Church Street entrance and its immediate approach. This should identify:

- The application boundary and extent of the public highway;
- The available entrance and track widths;
- The position of gates, their clear opening width and direction of opening;
- Adjoining walls, banks, vegetation and other physical restrictions; and
- Any existing or proposed alterations to the entrance or its immediate approach.

The types and maximum sizes of vehicles and trailers anticipated to use this entrance should be identified, including horse transport, deliveries and machinery movements where applicable. Their approximate frequency should also be explained to provide context for the assessment.

The submission should demonstrate that those vehicles can enter and leave safely within the available space. Swept-path analysis should be provided where necessary to demonstrate a constrained entrance manoeuvre. If larger vehicles would not use the entrance, the alternative delivery or transfer arrangements should be explained.

The paddock provides substantial space for on-site manoeuvring. The information request is therefore directed at the Church Street entrance and its immediate approach, rather than general turning arrangements within the site.

Public rights of way

The Peak and Northern Footpaths Society (PNFS) identifies that access to the stable block would use part of Horsley Footpath 1. PNFS raises no objection but advises that the full legal width must remain unobstructed and that no changes should be made to the path surface without the County Council's authority. These comments should be taken into account by the applicant and Local Planning Authority.

The Local Planning Authority should also consult the relevant team within Derbyshire County Council responsible for public rights of way regarding any implications for Horsley Footpath 1.

Conclusion

The proposed personal use of the stables for two ponies would not be expected to generate significant traffic or a severe adverse impact on network capacity or congestion.

However, the submitted information does not sufficiently establish the current Church Street entrance arrangements or demonstrate that the vehicles associated with the development can safely negotiate the entrance within its physical constraints.

The LHA therefore recommends that determination is deferred pending the proportionate access information identified above. Until this has been satisfactorily addressed, the LHA is unable to conclude that suitable access would be achieved without an unacceptable impact on highway safety, having regard to NPPF Policies TR4 and TR6.

Should the access matters be satisfactorily resolved, a condition restricting the development to private equestrian use associated with The Old Vicarage, with no commercial livery, riding school or other commercial equestrian use, would be appropriate.

Yours sincerely,

Devinda Kumarasinghe
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
21 September 2026	**Devinda Kumarasinghe**		**12 November 2026**