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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Highway Officer: Devinda Kumarasinghe
Our ref: AVBC/2026/019025
Your ref: AVA/2026/0598
Date: 12 November 2026

Dear Laura Anthony

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

PROPOSAL: Erection of a replacement dwelling (may affect the character of the conservation area)

LOCATION: 111 Church Road Quarndon Derby Derbyshire DE22 5JA

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 revised drawings and supporting information addressing the matters below.

Site Access and Highway Impact

The proposal includes relocation of the existing vehicular access northwards along the Church Road frontage, positioning it opposite and within the junction area of Barn Close.

The replacement of one dwelling with another would not be expected to generate a material increase in traffic or result in a severe adverse impact on network capacity or congestion, including cumulative impacts. The principal concerns relate to the position and design of the relocated access, achievable visibility and potential conflicts with other highway users.

Vehicular visibility

Drawing R0571-006 revision P1 identifies visibility from the existing access of 2.4m x 20m to the north and 2.4m x 43m to the south. For the relocated access, it illustrates splays of 2.4m x 43m in both directions.

The proposed northern visibility splay crosses the neighbouring property and appears obstructed by its existing boundary treatment. The illustrated 2.4m x 43m splay has therefore not been demonstrated to be achievable and maintainable. This raises highway-safety concerns which the applicant must resolve through revised access arrangements and/or evidence demonstrating that the necessary visibility can be secured.

The existing visibility limitation is acknowledged, but does not establish the acceptability of relocating the access. The claimed improvement in northern visibility has not been substantiated.

A revised drawing should accurately identify the carriageway edge, highway and property boundaries, relevant obstructions and any clearance or boundary alterations required. The visibility criteria adopted should be explained, and the visibility envelope must be achievable and capable of being maintained unobstructed within public highway and/or land under the applicant's control.

The southern splay is illustrated as 2.4m x 43m. Its availability should also be confirmed against the proposed frontage wall, planting and changes in level.

Relationship with Barn Close and pedestrian facilities

Relocating the access would bring vehicle movements into the immediate junction area of Church Road and Barn Close. This raises concerns regarding interactions between vehicles entering and leaving the driveway, traffic turning at Barn Close, through traffic on Church Road and pedestrians crossing or walking through the junction area.

The drawings do not adequately demonstrate how these interactions would be accommodated. Existing pedestrian dropped crossings near the junction should be accurately surveyed and shown, together with the proposed vehicle crossing and any associated alterations.

The revised submission should demonstrate:

- A suitably positioned and designed vehicular access, having regard to the Barn Close junction;

- Safe and convenient pedestrian movement along the Church Road footway and continued usability of the existing crossing facilities; and
- Appropriate pedestrian visibility splays on both sides of the driveway.

Retention of the existing access position, or an alternative position farther from the junction, could be explored. Any revised arrangement would require assessment of its visibility and operation. These comments should not be interpreted as acceptance of the existing access geometry without further consideration.

Frontage wall and highway boundary

The proposed drawings identify a new rendered wall along the Church Road frontage. Its relationship with the vehicular and pedestrian visibility envelopes should be demonstrated, including the effect of its height and associated planting.

The drawings also appear to show a short projecting or return feature near the proposed access. Its purpose, dimensions and relationship with the footway require clarification.

A dimensioned frontage plan, overlaid with the highway boundary, should demonstrate that the proposed wall, foundations, returns and associated features would not encroach onto the public highway. Wall-top levels and planting heights should be related to adjacent carriageway and footway levels to demonstrate that visibility would remain unobstructed.

Parking and turning

The proposal provides three off-street parking spaces for the four-bedroom dwelling, in accordance with DCC's minimum parking guidance. The illustrated parking bays and aisle provide satisfactory parking provision, and the forecourt offers sufficient space for vehicles to turn and leave in forward gear.

The increase in parking provision does not, in itself, demonstrate a material increase in vehicle movements. The highway concern relates principally to the relocated access arrangements.

Secure, covered and conveniently accessible cycle parking should be provided at one space per bedroom, giving a requirement for four spaces. Details could be secured by condition once the outstanding access matters have been resolved.

Residential electric vehicle charging infrastructure should be addressed through the applicable Building Regulations requirements.

Conclusion

The LHA raises no objection to the principle of replacing the existing dwelling on traffic-generation grounds. However, the submission has not demonstrated that the proposed relocated access would provide satisfactory northern visibility or operate safely in relation to the Barn Close junction and existing pedestrian facilities.

The claimed highway-safety improvement has therefore not been substantiated. Clarification is also required regarding the frontage wall, highway boundary and protection of vehicular and pedestrian visibility.

Until these matters have been satisfactorily addressed, the LHA is unable to conclude that safe and suitable access would be achieved for all users or that the development would avoid an unacceptable impact on highway safety, having regard to NPPF Policies TR4 and TR6.

The LHA therefore objects on the basis of insufficient information and recommends that determination is deferred pending a revised submission. An appropriately located and designed access arrangement may be acceptable, subject to further assessment.

Conditions and informatives

Conditions are not recommended at this stage because the acceptability of the access position and visibility arrangements remains unresolved. Once an acceptable scheme has been established, appropriate conditions can be recommended to secure its implementation and retention.

Any works within the public highway, including construction of a vehicle crossing and reinstatement of a redundant crossing, will require separate highway authority approval under Section 184 and/or Section 278 of the Highways Act 1980, as applicable. Planning permission does not authorise works within the public highway.

Yours sincerely,

Devinda Kumarasinghe
Transport Development Management

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