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: Jenny Rhodes
Our ref: AVBC/2026/018158/R3
Your ref: AVA/2026/0447
Date: 17 November 2026

Dear Mrs Godson,

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

PROPOSAL: Three-storey mixed-use building comprising 2 commercial units (Use Class E) at ground floor level and 8 residential apartments (Use Class C3) on the upper floors

LOCATION: 111 Station Road Langley Mill Derbyshire

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 highway authority's previous observations on this planning application were issued on 29/7/26, 13/8/26, 5/10/26, and 30/10/26. The applicant's agent has submitted further information by email dated 5/11/26 to the Local Planning Authority (LPA), including a revised site plan (ref: 818.1516.2-(08)004 P5). The LPA, by email dated 5/11/26, has requested the highway authority's response.

The highway authority's most recent observations on this planning application related to the principle of removing the ground-floor commercial units and replacing them with additional residential accommodation and creating a 'car free' development.

The revised plans now propose to retain the two ground floor commercial units with eight residential units on the upper floors. The development is proposed to be largely ‘car free’, with occasional commercial deliveries and emergency vehicles accessing the rear of the site.

Pedestrian Access

As stated in the highway authority’s previous observations, there is a discrepancy between pedestrian access through this site and that approved under permission reference AVA/2024/0737 for 5 one-bedroom flats to the north of this site. The revised floor plan shows a pedestrian access route on a similar, although not identical, alignment to that approved.

It is assumed that the LPA will ensure that the inconsistences between the two schemes are resolved.

Car Free Development

The highway authority’s 30/10/26 observations confirmed that a ‘car free’ development would accord with paragraph 4.3.1 of the highway authority’s Parking Guidance for New Developments (PGND). Given the location of the site, adjacent to a bus route with frequent services, close to Langley Mill rail station, and with a range of local amenities, and retail, employment, and other facilities within reasonable walking and cycling distances, the highway authority considers that a largely car free development would not give rise to an unacceptable impact on highway safety in this instance.

Site Access

Vehicular access to the rear of the site is from the A608 Station Road, subject to a 30mph speed limit in the vicinity of the site, via an undercroft.

The development is proposed to be largely car free. The agent’s email states that the rear of the site will ‘accommodate occasional commercial deliveries and drop offs as necessary, whilst maintaining emergency access.’ No details have been submitted as to how often and what type of vehicle will be making the commercial deliveries. Details are required.

Swept path analysis of the relevant commercial vehicles is required showing such vehicles entering the site, turning within, and leaving in forward gear and to confirm that the cycle and bin storage proposals can be appropriately located.

The revised site plan shows the undercroft is proposed to be 4.8m wide for the first 8m back from the rear edge of the footway. This is acceptable.

The applicant should confirm adequate headroom beneath the undercroft for the largest vehicles expected to use the rear yard, including fire appliances.

Paragraph 4.8.1 of the highway authority’s Planning, Streets, and Places (PSP) guidance stipulates a requirement that new accesses should be provided with 2m x 2m pedestrian splays on each side of the access within the site at the back of footway. Such pedestrian visibility splays are shown on the revised site plan and are

acceptable. Such splays must be maintained clear of any object greater than 0.6m in height relative to adjacent footway level.

The agent's email states that 'a drop bollard has been introduced at the entrance to control vehicular access, with provision for integration into the emergency fire warning system.' No details have been submitted regarding the bollard, although its location would be appropriate as it allows more than 5m between the northern edge of carriageway on Station Road and the bollard. Details can be secured through condition.

A pedestrian route to the residential units to the rear of the site and the proposed units crosses the proposed vehicular route to the rear of the site as it emerges from the undercroft. Due to the open nature of the undercroft at this point to the east, pedestrian intervisibility would be available. Pedestrian intervisibility to the west would be limited. However, it is considered that the number of pedestrians using the route will be relatively low and largely familiar with the potential for vehicles to emerge from the undercroft. The number of vehicles using the undercroft will be low and travelling at low speeds. Due to these circumstances, in this instance, the lack of pedestrian visibility to the west to the rear of the undercroft is considered acceptable.

The footpath route to the east of the proposed building bounds with the commercial property to the east. That property has a vent/chimney on its western face which would lie over the pedestrian route. The applicant should ensure that the vent/chimney does not obstruct headroom for pedestrians using the pedestrian route. If the vent falls below 2.3m above the level of the footpath (the standard minimum headroom above a footpath) it would be appropriate for an alternative footpath arrangement to be provided to ensure adequate headroom.

Internal Layout

A 1.5m x 5.9m covered cycle store is proposed on the eastern side of the rear of the site near to the northern side of the undercroft where drivers would emerge to the rear of the site. Those using the cycle store could come into conflict with vehicles emerging from the undercroft. However, the number of vehicles using the undercroft will be low and travelling at low speeds. Drivers would have forward visibility of the area by the cycle store as they drive through the undercroft. However, the applicant should consider relocating the cycle store to the north such that it is not in the direct route of vehicles accessing the rear of the building reducing the potential for conflict between those using the cycle store and such vehicles. Details of the cycle store can be secured by planning condition.

A bin storage area comprising three large bins and two wheelie bins is proposed on the western side of the rear of the site. This location for bin storage is considered acceptable. Annotations on the plan state that the applicant has yet to confirm with Amber Valley District Council specifically what bins are required. The agent's email states that 'bins will be wheeled to the frontage on designated collection days'. Details of a bin storage area and a bin collection point can be secured thorough a condition.

Conclusion

The highway authority 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 receipt of further information.

Yours sincerely,

Jenny Rhodes
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
5 November 2026	**Jenny Rhodes**	**SD**	**13 November 2026**