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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DE5 3XE

Highway Officer: Devinda Kumarasinghe
Our ref: AVBC/2026/019458
Your ref: PDR/2026/0041
Date: 16 November 2026

Dear Laura Anthony

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

PROPOSAL: **Prior Approval of Proposed Change of Use of Agricultural Buildings to a three self contained residential dwellings under Class Q of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).**

LOCATION: **Flatmeadow Farm Bell Lane Shipley Ilkeston Derbyshire DE75 7JP**

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.

Comments

Scope of assessment and traffic generation

This response concerns the transport and highways impacts of the proposal under Class Q. Whether the development otherwise satisfies the qualifying requirements of Class Q is a matter for the Local Planning Authority.

The proposed dwellings would utilise the existing farm access from Bell Lane, which also serves the farmhouse and continuing agricultural and equestrian activities.

The movements associated with three dwellings would not be expected to result in a severe adverse impact on the capacity or operation of the surrounding highway network. Although the submission suggests that residential use would replace agricultural vehicle movements, no quantified comparison is provided. A reduction in traffic has therefore not been assumed.

The outstanding matters concern the shared access, visibility, parking and servicing arrangements.

Access arrangements

The existing access also serves the farmhouse and continuing agricultural and equestrian activities. The access road appears narrow, with a width of approximately 3.1m near Bell Lane, subject to verification.

A scaled and dimensioned plan should identify the access width, any gates and nearby passing or waiting areas. The applicant should identify the larger vehicles regularly using the access, including agricultural vehicles and cars towing horse trailers where applicable.

The applicant should demonstrate how these vehicles would accommodate opposing movements with a standard passenger car near the Bell Lane junction, allowing an arriving vehicle to clear the public highway and avoiding unsafe waiting or reversing movements on Bell Lane.

Swept-path analysis should be provided where necessary to demonstrate that the access arrangements are workable.

Access visibility

Bell Lane has a generally straight alignment in the vicinity of the existing access. However, roadside hedgerows may restrict visibility for emerging drivers. The submission asserts that satisfactory visibility is available but does not provide a supporting plan.

A scaled plan should identify the visibility available in both directions, together with the highway boundary and land under the applicant’s control (red/blue line boundary). Any hedge cutting or other vegetation management required to achieve and retain unobstructed visibility above 0.6m within the identified splays should be shown.

Further speed evidence would only be sought if the demonstrated visibility gives rise to an unresolved highway safety concern.

Parking and internal layout

The Design and Access Statement describes dedicated parking for the three dwellings. However, Drawing No. R1975-0001 Rev P1 does not identify the parking spaces or their allocation.

An updated, scaled and dimensioned layout should show:

- Car parking provision and allocation for each dwelling, assessed against its bedroom numbers and DCC's Parking Guidance for New Developments.
- Access to the spaces and sufficient manoeuvring areas, taking account of continuing farmyard movements.
- Secure, covered and conveniently accessible cycle parking, having regard to DCC guidance and the relevant design principles in LTN 1/20.

There appears to be scope to accommodate parking within the farmstead, but the intended arrangements and allocation of spaces to serve the proposed dwellings should be clearly set out on plan.

Public Right of Way

The access route is identified as following Public Footpath AV24/2/1. The Local Planning Authority should consult the relevant Public Rights of Way team regarding the implications for the route and its users during construction and subsequent occupation.

Parking and servicing arrangements should avoid obstruction of the footpath.

Refuse storage and collection

The proposed dwellings are approximately 420m from Bell Lane along the access route. The submission should identify the proposed refuse storage and collection points and clarify whether collection would take place within the farmstead or from a separate presentation point.

The Local Planning Authority should consult the relevant waste collection team to confirm suitable arrangements, including any alternative collection service proposed by the applicant.

Refuse storage and collection arrangements should avoid obstruction of the public footpath and shared access and should not impede visibility at the Bell Lane junction.

Conclusion

The scale of development is not expected to result in a severe adverse impact on network capacity or congestion. However, further information is required to demonstrate satisfactory access visibility, safe accommodation of opposing movements near Bell Lane and suitable parking and servicing arrangements.

Having regard to the transport and highways matters relevant to Class Q and the highway safety considerations in NPPF Policy TR6, the LHA is unable to offer a positive recommendation at this stage.

The Highway Authority therefore recommends that determination is deferred pending the proportionate information identified above.

Yours sincerely,

Devinda Kumarasinghe
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
23 October 2026	**Devinda Kumarasinghe**		**16 November 2026**