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/2026/019117
Your ref: AVA/2026/0603
Date: 19 November 2026

Dear Alex Shaw

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

PROPOSAL: Formation of a new domestic drive onto Woodlands Road.

LOCATION: 48 WOODLANDS LANE
QUARNDON
DERBY
DE22 5JU

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.

Access visibility and vehicle speeds

The proposed access is on the inside of a bend on Woodlands Road, close to the transition from the 30 mph speed limit to the national speed limit south of the site. Northbound vehicles approach from the higher speed-limit section. The bend and roadside vegetation, including hedgerows and trees, may constrain visibility for drivers emerging from the access, particularly to the south.

Drawing No. 26-09 01 indicates 41 m visibility in each direction. The Design and Access Statement proposes removing two small trees and shrubs and setting the

fence back. Further information is required to establish whether the sightlines are adequate for actual approach speeds and whether the full visibility envelope can be achieved and maintained.

The applicant is requested to provide:

- A directional speed survey reporting free-flow 85th-percentile speeds for traffic approaching from both directions. Survey locations should be shown and justified so the data represent speeds on both approaches to the access, taking account of the bend and speed-limit transition. The survey should follow the principles of DMRB CD 185, with the required visibility distances derived using *Manual for Streets* or DMRB, as appropriate.
- A scaled and dimensioned access and visibility plan showing the setback, the required and achievable splays in each direction, the nearside carriageway edge, the full highway boundary and the application and ownership boundaries. The plan should identify any vegetation removal, fence alterations or other works needed to achieve the splays. Where levels affect visibility, provide the relevant levels or sections.
- Confirmation that the required splays can be retained, demonstrating that they lie wholly within the public highway or land under the applicant's control and can be maintained free of obstruction between 0.6 m and 2.0 m above adjacent carriageway level.

Existing access from Woodlands Lane

A single vehicular access is generally preferred for an individual dwelling to minimise potential points of conflict on the public highway. The existing site plan shows an access from Woodlands Lane and the submission does not clarify whether it would be retained or closed once the new access from Woodlands Road is in use.

The applicant should confirm the intended arrangement on the revised plan. If both accesses are to be retained, the applicant should explain why two accesses are needed for a single dwelling and demonstrate how they would operate safely.

Gate, surfacing and drainage

The proposed inward-opening gate is acceptable in principle. The revised plan should confirm that the closed gate is set back at least 5 m from the edge of the carriageway and that it opens wholly within land under the applicant's control.

The proposed bound surfacing for the first 5 m of the driveway within the site, measured from the highway boundary, is appropriate in principle.

The access should include drainage measures to prevent runoff from the driveway discharging onto the public highway and address any highway runoff that could enter the site through the new crossing.

Refuse collection

The proposal shows a bin standing area beside the new drive. The Local Planning Authority should consult the relevant waste collection team to confirm whether collection would continue from the existing location or take place from Woodlands Road. If collection is proposed from Woodlands Road, the stopping location should be considered in light of potential forward visibility constraints to approaching drivers, particularly northbound traffic.

Conclusion

The outstanding highway safety issue is whether the proposed access can achieve and retain visibility appropriate to actual approach speeds. The Local Highway Authority is unable to offer a positive recommendation until that issue and the arrangements for the existing access are resolved. Once an acceptable layout is established, appropriate conditions can secure its implementation and retention.

Informative

Planning permission does not authorise works within the public highway. Construction of a new vehicle crossing and any 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

Yours sincerely,

Devinda Kumarasinghe
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
24 September 2026	**Devinda Kumarasinghe**		**19 November 2026**