INDIGO ARCHITECTS

Highways and Sustainable Transport Statement

Proposed dwellinghouse at Poyser Lane, Kirk Langley, DE6 4LR

November 2026
0288-202611-CBS-HSTS

CONTENTS

1.0 PURPOSE & SCOPE

2.0 THE SITE & PLANNING BACKGROUND

3.0 PEDESTRIAN ROUTES & BUS STOP ACCESSIBILITY

4.0 NATIONAL & LOCAL POLICY CONTEXT

5.0 HISTORIC USE

6.0 COMMUNAL TURNING HEAD

7.0 ADDITIONAL COMMUNAL PARKING

8.0 JUNCTION SAFETY

9.0 CONCLUSION

1.0 PURPOSE & SCOPE

1.1 This statement responds to Derbyshire County Council (DCC) Highways' comments dated 10 July 2026 and to Laura Anthony's request of 13 July 2026 for evidence of available transport modes, pedestrian routes, bus routes, distances and usable service times.

1.2 It also addresses the material changes since the dismissed three-dwelling appeal, including historic site traffic, the proposed communal turning head and additional communal parking.

1.3 The assessment is deemed to be proportionate to the proposal for one dwelling.

2.0 THE SITE & PLANNING BACKGROUND

2.1 The site is at the eastern end of Poyser Lane, an unadopted lane off Moor Lane serving approximately 18 existing dwellings.

2.2 The lane is narrow, with on-street parking at points, and is used by residents, pedestrians, delivery vehicles and refuse collections.

2.3 A public right of way extends along Poyser Lane and beside the site.

2.4 The previous three-dwelling proposal (AVA/2022/0688) was dismissed on Appeal on 24 July 2025 (APP/M1005/W/24/3356974).

2.5 The Inspector identified inadequate visibility to the left when leaving Poyser Lane, potential conflict at its narrow junction with Moor Lane, and uncertainty about the continued availability of a turning area that appeared to be part of private driveways.

2.6 Importantly, the Inspector also recognised that a usable turning facility would be beneficial.

2.7 The present proposal is reduced to a single dwelling with a dedicated communal turning arrangement and communal parking, rather than three dwellings with turning potentially compromised by private parking.

3.0 PEDESTRIAN ROUTES & BUS STOP ACCESSIBILITY

3.1 Although Poyser Lane does not have a segregated footway throughout, it is an established residential access and public right of way.

3.2 The shared pedestrian/vehicle environment is a constraint but functions successfully by virtue of the cul-de-sac arrangement, with traffic movements excluding any through traffic, and by the narrowness of the road which provides a natural calming effect.

3.3 Furthermore, with no access provided beyond Poyser Lane, most vehicular movements are naturally undertaken by residents familiar with the environment and their regular visitors with very limited reason for others to use the road.

3.4 Poyser lane is not, in this context, materially different to many other developed rural lanes where vehicles and pedestrians coexist safely and there is no reason why a single additional dwelling would have any significant impact on the existing relationship between traffic and pedestrians, nor any reason to suggest future occupiers would have unattractive or unsafe pedestrian journeys.

3.5 Access to bus stops from the site provide neither an unattractive nor unsafe journey.

3.6 The nearest bus stop providing links to Derby is located outside the Bluebell public house. Access is achieved by a 6min walk, demonstrated by the route planner below.



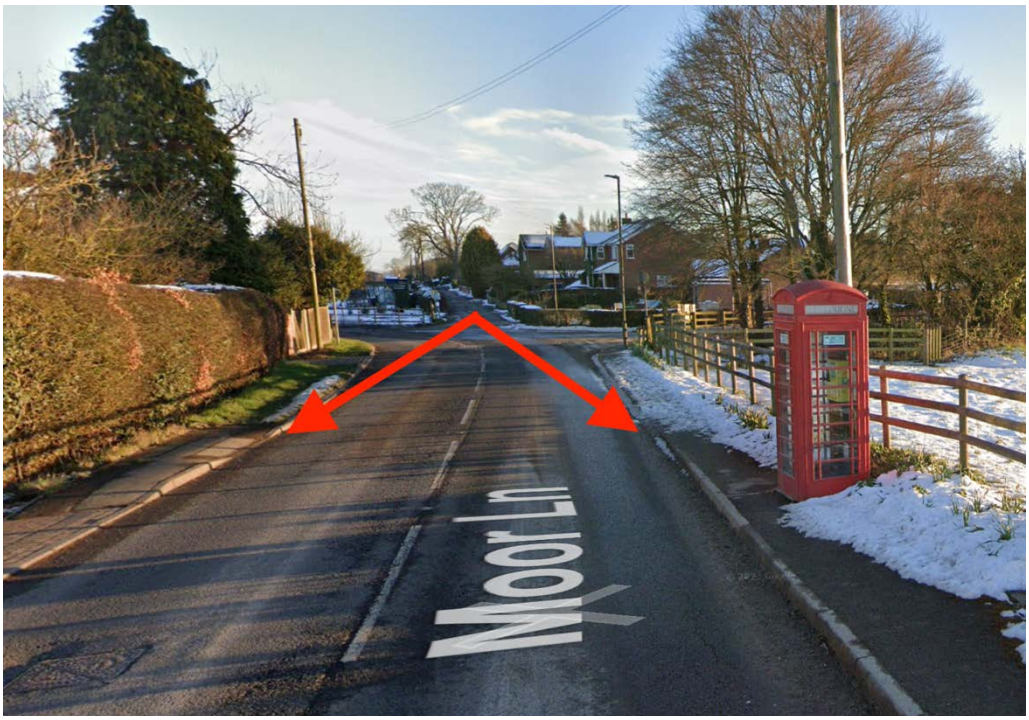
3.7 A pedestrian footpath runs along the eastern side of Moor Lane from the corner of Poyser Lane until the approach to the junction with Long Lane where the footpath then continues on the western side.

3.8 The pedestrian footpath continues along the southern side of the B5020 until the bus stop at the Bluebell public house.

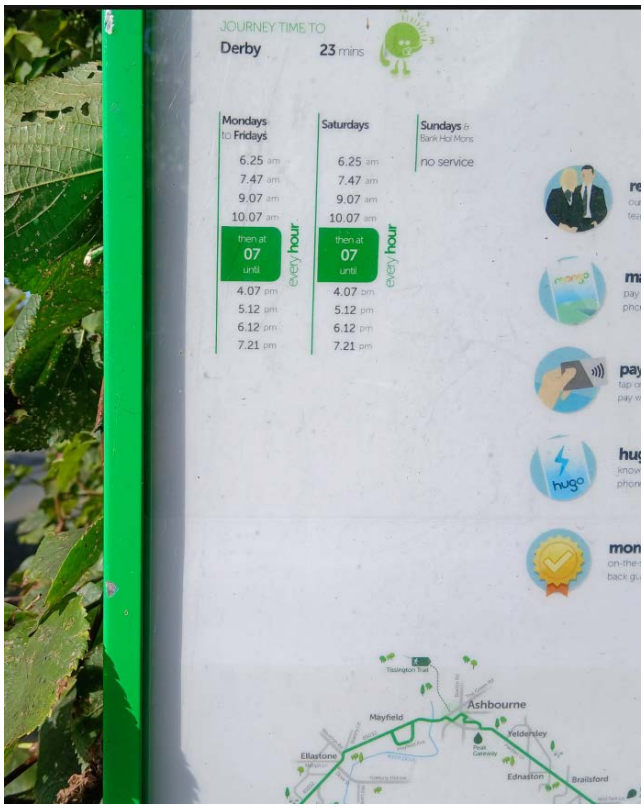
3.9 Whilst a pedestrian is required to cross the road on 2 occasions to continue on the footpath, it is rare that any pedestrian journey can be achieved without crossing roads.

3.10 The visibility in both directions at both crossing points is clear and both crossing points have dropped kerbs and tactile paving to serve as evidence that they are deliberately designed as such.





3.11 The timetable at the Bluebell bus stop confirms regular service to Derby with journey time at a convenient 23mins.



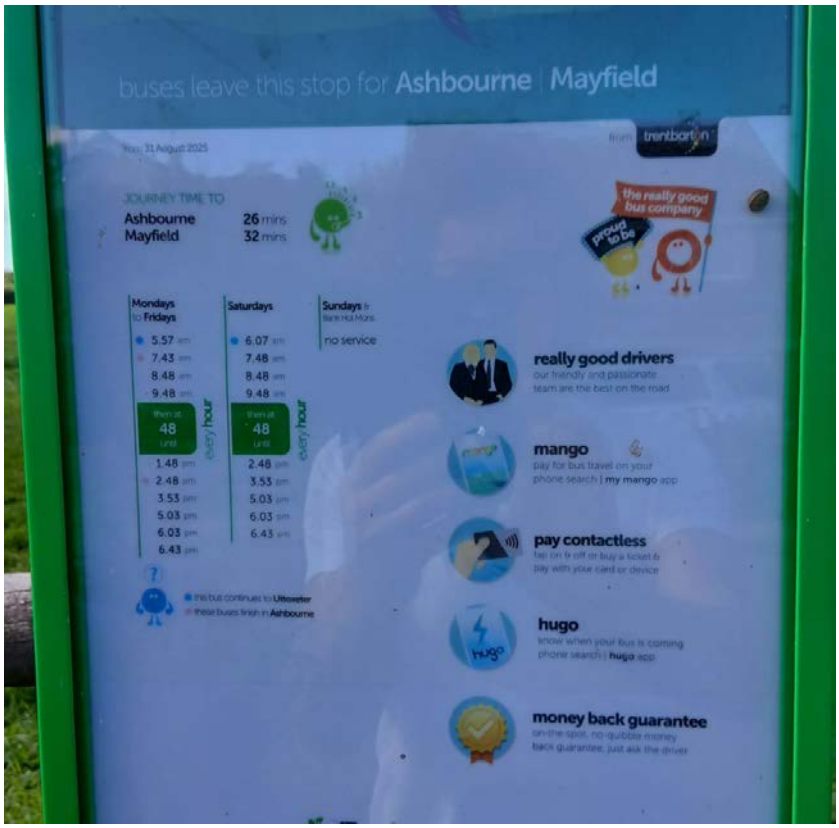
3.12 The nearest bus stop providing links to Ashbourne is located on Moor Lane. Access is achieved by a 4min walk, demonstrated by the route planner below.



3.13 The same pedestrian footpath runs along the eastern side of Moor Lane from the corner of Poyser Lane until broadly opposite the bus stop.

3.14 As above, visibility in both directions at the crossing point is clear and there are dropped kerbs and tactile paving to both sides to serve as evidence that they are deliberately designed as such.

3.15 The timetable at the bus stop confirms regular service to Ashbourne with journey time at a convenient 23mins.



3.16 DCC's earlier reference to a more distant stop should not obscure the presence of closer alternatives for particular directions of travel.

3.17 It is appropriate to assess the most convenient stop for each intended service, not assume that all future passengers would walk to one nominated stop.

3.18 A 4-6 minute walk is feasible for most users and crossing conditions provide nothing unusual for a pedestrian journey.

3.19 The bus-stop displays show scheduled services towards Derby, Ashbourne and Mayfield with regular services on Mondays to Saturdays, including morning and later-day departures.

3.20 Future occupants therefore have a genuine option for some work, education, shopping and leisure trips by bus, rather than no alternative to private vehicles.

4.0 NATIONAL AND LOCAL POLICY CONTEXT

4.1 The applicable National Planning Policy Framework is the version published on 17 August 2026. Chapter 15 contains the relevant national decision-making policies.

4.2 Policy TR3 (Locating development in sustainable locations) requires regard to the type and location of development and, in rural areas, taking opportunities to improve walking, wheeling, cycling and public transport where these exist and can be supported.

4.3 Its particular expectation for a genuine choice of modes under TR3(1)(a) is directed at proposals capable of generating a significant amount of movement in their local context. A single dwelling must be considered proportionately.

4.4 Policy TR4 (Street design, access and parking) is particularly relevant: it seeks to minimise pedestrian/vehicle conflict, allow efficient deliveries and ease of access for servicing and emergency vehicles, and provide suitable parking. The communal turning head and additional parking directly respond to these objectives.

4.5 Policy TR6 (Assessing transport impacts) calls for a proportionate assessment and states that refusal is appropriate where a proposal would have either a severe adverse network impact or an unacceptable highway-safety impact, taking mitigation into account.

4.6 These are separate tests: limited traffic generation alone cannot neutralise a demonstrably unacceptable visibility risk. The proposed mitigation and the small net change in traffic must nevertheless be weighed in the highway-safety assessment.

4.7 Policy TR8 (Public rights of way) requires protection and enhancement of the rights-of-way network and encourages improved links to public transport. The existing right of way along Poyser Lane is therefore material, as is the potential reduction in reversing movements where pedestrians share the lane.

4.8 The applicant also relies on Kirk Langley's identified role as a Key Village under the local settlement strategy, as referenced in earlier submissions. Other residential permissions in the village provide context but do not remove the requirement to demonstrate safe access in this particular case.

5.0 HISTORIC USE

5.1 It is important to highlight that the site has an established history of vehicular access and activity.

5.2 Historic aerial images from 1999, 2006, 2016 and 2023 depict tracks, structures, maintained working areas and vehicles or vehicle-accessible areas.



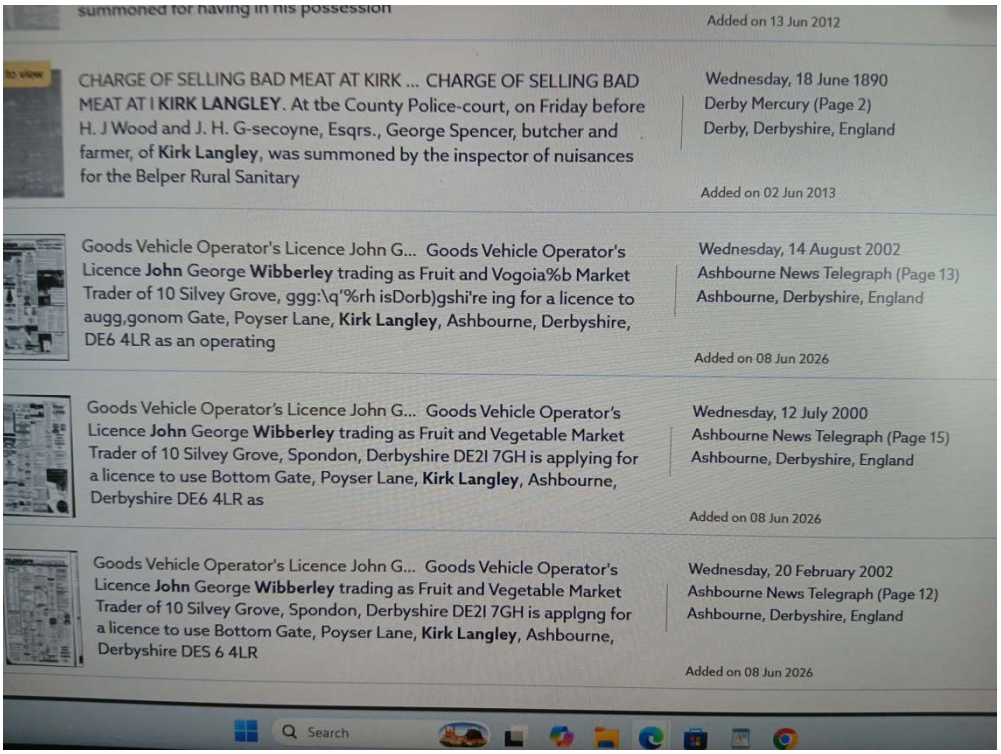


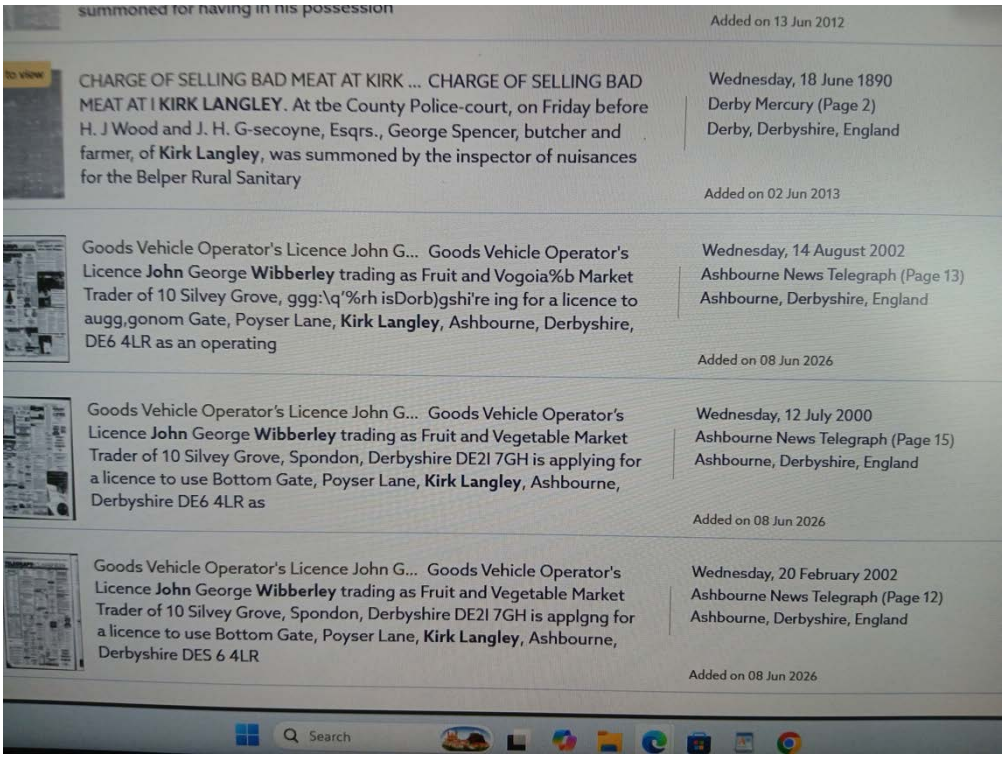

9/2016


6/2023

5.3 This is consistent with access being used for land management, servicing, maintenance and activities associated with the former outbuildings and paddock.

5.4 Historic newspaper notices from 2000 and 2002 also refer to applications for goods-vehicle operator licences at Bottom Gate, Poyser Lane, in connection with a fruit and vegetable market trader.





5.5 Those notices are relevant evidence of the historic transport character of the locality.

5.6 The proposed dwelling would therefore not introduce vehicular activity to land with no previous traffic-generating use.

5.7 It would replace a site with an established history of movements which would cease or change in character as residential use is established.

5.8 That is material when considering the net, rather than simply gross, change in movements at the Moor Lane junction.

5.9 Bancroft Consulting's indicative estimate for one dwelling is approximately six two-way movements per day and around one peak-hour movement.

5.10 No contemporaneous historic traffic counts have been provided; it would be unsound to claim that all six daily residential movements are conclusively offset.

5.11 The proper conclusion is that some baseline traffic is plausible and supported qualitatively, and that the net increment could be less than a gross residential estimate.

5.12 The scale of the remaining additional movements is, in any event, modest.

6.0 COMMUNAL TURNING HEAD

6.1 The lane's narrowness and on-street parking are longstanding operational constraints.

6.2 It is understood that refuse collection vehicles and delivery vans are regularly forced to reverse along Poyser Lane because they cannot turn conveniently at its eastern end.

6.3 This exposes pedestrians, other drivers and property accesses to reversing manoeuvres, particularly where visibility is constrained by parked vehicles.

6.4 The proposal would provide a dedicated communal turning head at the end of the lane.

6.5 Its principal benefit is to allow visiting service, delivery and emergency vehicles, as well as other vehicles using the lane, to turn and depart in forward gear.

6.6 Unlike a private driveway, the facility is intended to serve the existing community and be kept clear for manoeuvring.

6.7 This is an improvement to the operation of the existing lane, not merely mitigation for the single dwelling.

6.8 The Inspector in the 2025 appeal expressly recognised the benefit of a turning area but was concerned that private parking could prevent its use.

6.9 The revised arrangement provides an improved layout and can be secured by condition ensuring that it is provided before occupation.

6.10 The applicant considers the elimination of routine reversing at the eastern end of the lane to be a substantial qualitative safety benefit, which must be weighed against the very limited additional traffic associated with one dwelling.

7.0 ADDITIONAL COMMUNAL PARKING

7.1 On-street parking currently reduces the usable width of Poyser Lane and can force traffic into single-file operation. The Inspector observed this condition during the previous site visit.

7.2 The proposal includes additional spaces for communal use. By providing off-street alternatives, the proposal offers an opportunity to ease parking pressure and reduce local obstruction, improving manoeuvrability for residents, deliveries, refuse collection and emergency access.

7.3 These spaces will be clearly designated for communal use and are separate from the new dwelling's private parking.

7.4 The benefit is in the spaces being convenient and genuinely available to existing users. Whilst it should not be assumed that all existing on-street parking will disappear, a reduction in obstruction is a credible additional improvement.

8.0 JUNCTION SAFETY

8.1 The previous Inspector found that visibility to the right when emerging from Poyser Lane was satisfactory, but visibility to the left fell materially below the 103-metre assessment requirement adopted for a 40mph approach.

8.2 The Inspector also raised potential conflicts at the narrow junction. Those concerns cannot simply be set aside because the current scheme is smaller.

8.3 DCC's correspondence of 16 September 2026 confirms that Moor Lane has 30mph, 40mph and 50mph sections from north to south and that no speed-limit changes are currently planned. The relevant junction was previously considered against a 40mph speed limit.

8.4 The Inspector recorded no reported accidents at the junction over the historic period evidenced in the previous appeal. This is useful context but is not proof of safety or a substitute for assessing geometry and approach speeds.

8.5 The Highway Authority is asked to assess the present scheme as a whole: one dwelling rather than three, a history of existing site-generated trips, a genuinely communal turning head, additional off-street parking and the potential reduction in reversing manoeuvres.

8.6 These are material changes and benefits which, when considered together, certainly outweigh any potential for very modest net increases in use of the junction.

9.0 CONCLUSION

9.1 The site is not without sustainable travel options.

9.2 Route maps identify bus stops within an indicative 4-6 minute walk, and recently photographed timetable displays identify weekday and Saturday services towards Derby, Ashbourne and Mayfield. The services are accessible and convenient, providing genuine alternatives for some travel needs.

9.3 The single dwelling would occupy a site with a history of vehicular access and activity.

9.4 Accordingly, the gross estimate of approximately six daily residential movements should not automatically be treated as an entirely new burden on the junction; the evidence supports a qualitative existing-activity baseline, although not a quantified numerical offset.

9.5 Most importantly, the communal turning head would address a known operational deficiency by enabling larger vehicles to turn and leave the eastern end of Poyser Lane in forward gear.

9.6 Additional communal parking would also help reduce existing on-street obstruction.

9.7 Both are positive safety benefits for the existing residential community and respond directly to matters noted by the previous Inspector.

9.8 The applicant therefore requests a fresh and proportionate assessment under NPPF policies TR3, TR4, TR6 and TR8, giving due weight to the limited net increase in traffic and the substantive improvements proposed.

9.9 The applicant recognises that junction visibility remains a discrete technical matter but considers the overall impact of the development to provide overall highway safety benefit and certainly not worse than neutral impacts.

© This statement is the copyright of Indigo Architects Limited. Any unauthorised reproduction or usage by any other person other than those for whom it is expressly provided is strictly prohibited. Indigo Architects Limited disclaim any responsibility to the client or others in respect of any matter or matters beyond the scope of this statement. This statement has been prepared with reasonable skill, diligence and care.