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/2026/019522
Your ref: AVA/2026/0664
Date: 23 November 2026

Dear Ms Anthony

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

PROPOSAL: **Change of use of The Old Baptist Chapel, from a business Class E use to a residential Class C3 dwelling. Extension to the side of existing chapel with glazed link. Change of use of part of field to a Visitor parking area using existing entrance.**

LOCATION: **The Old Baptist Chapel Lambhouse Lane Shottle Belper Derbyshire DE56 2DS**

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 planning application seeks permission for the change of use of a former chapel from Class E use to residential Class C3 use. A single-storey extension is proposed to the east of the chapel and additional parking for the property is proposed on part of a field to the east of the site on the opposite side of Lambhouse Lane.

It is proposed to access the main chapel site via an existing access from Heavygate Lane to the north-east of the site which would be widened on its north-western side. Heavygate Lane is an unclassified road subject to the National speed limit.

Access to an additional parking area is proposed via an existing field access from Lodge Lane, an unclassified road subject to the National speed limit.

Planning permission was granted under reference AVA/2024/0842 for the change of use of the chapel to a 2-bedroom dwelling. The previously approved plans did not include the widened access, proposed extension, or the additional parking area. Car parking was shown within the application site to the east of the existing building with access from Heavygate Lane. The highway authority raised no objection to that planning application.

Traffic Impact

The chapel is currently vacant but has permitted Class E use and an extant permission for change of use to a dwelling. It is considered that the proposed dwelling would not result in a material intensification in use of the access compared to the permitted Class E use. However, the proposed 3-bedroom dwelling will increase the car parking requirement and could give rise to an increase in traffic flows when compared to the permitted 2-bedroom dwelling.

Main Site Access

The existing access to the main site is from Heavygate Lane. On the north-eastern boundary of the site there is a gap in the stone boundary wall and hedge with a gate across it. Satellite imagery from 2009 shows that this was used as a vehicular access at that time, although it does not appear to have been used in recent years.

Notwithstanding the above, visibility along Heavygate Lane from the existing site access is limited. The highway authority therefore recommends that visibility splays should be provided on both sides of the site access. Such splays should be projected from a 2.4m minor road visibility setback distance to: 1. The south-eastern extent of the site frontage to the south-east of the site access; and 2. A point located at the centre of Heavygate Lane where Heavygate Lane meets Chequer Lane to the north-west of the site access. Visibility splays should be clear of obstruction above a height of 0.6m above adjacent carriageway level.

The single car parking space shown within the main body of the planning application site would be likely to obstruct visibility along Heavygate Lane to the north-west of the site access. In addition, access to that car parking space is likely to be difficult. An alternative location for the parking space should be considered (see also the later comments on the additional car parking area).

It is proposed to widen the existing site access by 3.7m to the north-west. This would result in the new access being circa 12m from the junction of Heavygate Lane with Lambhouse Lane and Chequer Lane. Accesses should not be located closer than 15m from a road junction, measured from the edge of the driveway to the start of the junction radius. The extent of access widening should be minimised.

Where within the highway, the site access should be formed by a verge crossing to highway authority specification.

Where within the site, the access driveway should be surfaced in a bound material, along its full width, for a minimum length of 5m measured from the highway boundary.

No drainage facilities to prevent the unregulated discharge of surface water from the driveway onto the public highway have been submitted.

A revised site layout plan is required to address the above, and the following, issues.

Additional Site Access and Car Parking Provision

Two additional car parking spaces are proposed within the field on the western side of Lambhouse Lane opposite the main body of the application site. There is an existing field gate in the north-eastern corner of the field. Satellite imagery shows that this access has not been regularly used in recent years other than on an ad hoc basis, possibly to cut the grass within the field. Pedestrian access is achieved into the field via a gate on Lodge Lane towards the northern end of the field. It is considered that the additional proposed car parking would result in a material intensification in use of this access.

No visibility splays are shown from the car park access along any of the roads which approach it.

The proposed access is located on the junction of Lodge Lane and Lambhouse Lane/Chequer Lane. Accesses should not be located closer than 15m from a road junction, measured from the edge of the driveway to the start of the junction radius. Use of the proposed access would give rise to driver confusion on the highway approaches to the access.

A gate is proposed across the vehicular access. The gate would be between 3.3m to 4.5m from the carriageway edge. Gates should be set back a minimum of 5m from the carriageway edge to ensure that the carriageway is not obstructed if a vehicle is parked in front of the gates. Gates must open inwards.

A pedestrian access gate is proposed in the south-eastern corner of the parking area to provide pedestrian access to Lambhouse Lane. The proposed gate is opposite an existing pedestrian gate to the main site. This route would provide pedestrian access over Lambhouse Lane between the main site and the additional parking.

Lambhouse Lane is subject to the National speed limit. To the south of the proposed pedestrian crossing point, visibility between oncoming vehicles and pedestrians is restricted due to the geometry of the road, hedges, and third-party land on both sides of Lambhouse Lane. The applicant does not control the land to the south of the site which would be required to provide appropriate intervisibility between pedestrians and vehicles along Lambhouse Lane.

No details have been provided regarding the design of the gate or how pedestrians will negotiate the difference in levels between the field and the carriageway.

The proposed site plan shows the pedestrian gate opening outwards over the highway, which is inappropriate.

Having regard to the above, the highway authority considers that the proposed vehicular and pedestrian accesses to the car parking area on the western side of Lambhouse Lane could give rise to an unacceptable impact on highway and pedestrian safety and would therefore be objectionable. The applicant should therefore omit the proposed additional car parking area and amend the application to provide the necessary car parking spaces required for the proposed dwelling within the main body of the planning application site.

Revised application proposals are therefore required.

Car Parking

One car parking space is proposed at the main site and two spaces within the additional car parking area. However, the highway authority's Parking Guidance for New Developments (PGND) requires a 3-bedroomed dwelling to provide only two off road car parking spaces.

No swept path analysis is shown for the parking space at the main site. Swept path analyses are required showing vehicles entering the site, turning within and leaving in forward gear.

The Design Access and Sustainability Statement (DASS) states that an electric vehicle (EV) charging point is proposed in the parking area. No further details of the EV charging facilities have been submitted but can be secured by planning condition.

Cycle Storage and Bin Storage

No details of secure, covered cycle storage have been submitted. PGND stipulates that secure, covered cycle parking should be provided at a rate of 1 space per bedroom close to the primary access to the buildings. Details are required.

Bin storage for 2 wheelie bins is proposed in the south-eastern corner of the site near to the access to Heavygate Lane. This is acceptable.

Public Right of Way (PRoW)

PRoW footpath 52 (Shottle and Postern) passes through the proposed additional parking area.

Comments have been requested from the County Council's PRoW team and will be provided in due course.

Conclusion

The highway authority does not consider that the application as submitted fully or properly assesses the highway impact of the proposed development.

The highway authority therefore recommends that this planning application should not be determined until the applicant has submitted further information which satisfactorily addresses 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
2 November 2026	**Jenny Rhodes**	**SD**	**23 November 2026**