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: Robert Smith
Our ref: AVBC/2025/014702
Your ref: AVA/2025/0764
Date: 21 November 2025

Dear Laura Anthony

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

PROPOSAL: Outline planning permission, with all matters reserved except access, is sought for the replacement of the existing dwellinghouse and the construction of 3 no. additional dwellings

LOCATION: Kalamunda, Hob Hill, Hazelwood, Belper, Derbyshire DE56 4AL

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, has no objection subject to conditions being imposed should planning permission be granted.

Background

This application seeks outline planning permission, with all matters reserved except access, for the replacement of the existing dwelling, Kalamunda, and the construction of 3 additional dwellings.

Site Access

Access to the site is proposed from an existing private access associated with the existing dwelling, Kalamunda, off Hob Hill, a non-classified road subject to the

national speed limit. Hob Hill is a steep road at 1 in 8 (12%), has no footway on either side and is unlit.

As part of the submission a technical note has been submitted to assess the site access. 85th percentile speeds, obtained in connection with nearby planning application AVA/2024/0702, have been used in the assessment of this development. Whilst these readings were not taken directly adjacent the site, from a recent site visit the Local Highway Authority (LHA) is satisfied that the road characteristics and geometry are comparable and observed speeds similar. Accordingly, the LHA is satisfied that such speeds are commensurate with those which are likely to apply on the Hob Lane approaches to the site.

From the recorded speeds it is evident that the vehicle speeds along this section of highway are lower than the actual speed limit, with 85th percentile speeds of 32.7mph and 35.6mph recorded for westbound and eastbound vehicles, respectively. These speeds equate to visibility splay length requirements of 58m to the east (westbound) and 49m to the west (Eastbound), when factoring in the carriageway gradient.

It is noted that the 58m and 49m splays are shown in the wrong directions on the submitted visibility splay drawing. Contrary to the approach in the technical note, the LHA would also require that such splays be taken to the nearside carriageway edge rather than to an offset distance of 1m from the carriageway edge.

Notwithstanding the above issues, it is evident from drawing number 77544-BACE-25-00-DR-C-900 P02 that visibility splays of 2.4m x 80m to the east and circa 2.4m x 103m to the west of the site access can be achieved to the nearside carriageway edge or nearside carriageway edge tangent, as applicable. Accordingly, the LHA is satisfied that appropriate visibility splays can be provided at the site access, subject to removal, replanting and/or control of vegetation at the site frontage.

To achieve the necessary visibility splays, the applicant proposes that the hedgerow fronting the site should be cut back and the existing stone wall should be removed and relocated behind the visibility splay lines. Cutting back and/or reducing the height of the hedgerow would result in onerous maintenance obligations and enforcement issues giving rise to the likelihood that the necessary visibility splays would not be maintained for the life of the development. It is therefore necessary for the affected lengths of hedgerow to be removed and replanted 1m behind the visibility splay lines to avoid this risk.

Regarding the geometry of the access, the proposed minimum width is considered acceptable and in accordance with the highway authority's Planning, Streets, and Places (PSP) guidance.

The driveway should be surfaced in a bound material for a minimum length of 5m within the site measured from the highway boundary, to reduce the possibility of deleterious material being deposited in the highway.

Measures to prevent the unregulated discharge of surface water to the public highway and should also be provided with a hard surfaced verge crossing, constructed in accordance with the highway authority's specification.

Internal Layout

It is appreciated that this is an outline planning application, with only access to be determined at this stage. However, an indicative site plan has been submitted, and the LHA offers the following points for considered when developing any full or reserved matters planning application.

- In accordance with the LHA's Parking Guidance for New Developments (PGND) car parking provision should be at a rate of 1 no., 2 no., or 3 no. parking spaces per 1-bedroom, 2/3-bedroom or 4+ bedroom dwelling, respectively. Each parking space should ideally measure 2.4m x 5.5m with an additional 0.5m of width to any side adjacent to a physical barrier e.g. wall, hedge, fence, etc. Sufficient space should also be provided to enable vehicles to enter, turn within, and leave the site in forward gear. This is likely to require additional/revised parking provision.

- For the avoidance of doubt, garages are excluded from the car parking calculations due to the ability to convert them into habitable accommodation without the need for permission and their usage for personal storage rather than that of a vehicle. However, they may be counted as cycle storage subject to the design and location.

- In line with paragraph 4.7.1 of the PGND sheltered, secure and accessible cycle parking should be provided at or near the front door of the property at a rate of 1 cycle parking space per bedroom.

- Space should also be provided to enable delivery vehicles (e.g. 3.5 tonne delivery vans) to enter, turn within, and leave the site in forward gear. This should be demonstrated by means of swept path analysis on a suitably scaled plan.

- The applicant will also need to consult with the relevant refuse collection department to ascertain details of what will be acceptable to them in terms of numbers and location of bins. Bin storage should not obstruct the private driveway access, parking, or turning provision. Additionally, a hard paved bin collection point should be provided, clear of the public highway, for use on refuse collection days.

The above points are not exhaustive, and the applicant is advised to design the internal layout in accordance with the LHA's PSP and PGND guidance documents.

Trip Generation

It is considered unlikely that the traffic generated by the proposal would result in an unacceptable impact in terms of safety or capacity, on the highway network beyond the immediate site access.

Sustainable Travel

Hob Hill has no formal pedestrian margins or street lighting in the vicinity of the site. Limited facilities are available within walking and cycling distance of the site. As such future residents are likely to be entirely reliant on the private motor car for everyday residential needs i.e. for travel in connection with health, retail, social, leisure, educational, and employment requirements.

Conclusion

Based on the analysis of the information submitted and a review of Local and National policy the Local Highway Authority's advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe.

Conditions

Prior to commencement of the development hereby permitted details of a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The plan/statement shall include but not be restricted to:

- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction).

- Locations for loading/unloading and storage of plant, waste and construction materials.

- Method of preventing mud and dust being carried onto the existing highway.

- Arrangements for turning vehicles.

- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

Notwithstanding the submitted drawings, before any other operations are commenced, a modified vehicular and pedestrian access shall be formed to Hob Hill, located, designed, laid out, constructed and provided with visibility sightlines of 80m to the east and 103m to the west, both measured to the nearside edge of the carriageway or nearside carriageway edge tangent as applicable, as measured from a point located centrally and 2.4m back into the access, all as agreed in writing with the Local Planning Authority. The area in advance of the sightlines shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above adjacent carriageway level. Affected hedgerows shall be removed and replanted 1m from the visibility splay lines.

Reason: In the interests of highway safety.

The development hereby permitted shall not be brought into use until the access has been provided generally as shown on drawing 77544-BACE-25-00-DR-C-901 P01.

Reason: To ensure conformity with submitted details.

No part of the development hereby permitted shall be brought into use until the driveway is surfaced in a bound material, along the full width of the driveway for a minimum length of 5m within the site measured from the highway boundary, in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. This area of driveway shall be maintained in the bound material for the life of the development.

Reason: In the interest of highway safety.

No part of the development hereby permitted shall be brought into use until the access driveway is constructed with provision to prevent the unregulated discharge of surface water to the public highway in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The provision to prevent the unregulated discharge of surface water to the public highway shall then be retained for the life of the development.

Reason: To ensure that surface water from the site is not deposited on the public highway causing danger to road users.

No part of the development hereby permitted shall be brought into use until a hard surfaced verge crossing to serve the driveway from Hob Hill is available for use and has been constructed in accordance with the highway authority’s specification to the satisfaction of the Local Planning Authority.

Reason: In the interest of highway safety.

The development, the subject of the application, shall not be brought into use until space has been provided within the site curtilage for the parking and manoeuvring of residents' and delivery vehicles (including secure/ covered cycle parking), located, designed, laid out and constructed all as agreed in writing with the Local Planning Authority and maintained throughout the life of the development free from any impediment to its designated use.

Reason: To ensure adequate parking and turning provision, in the interests of highway safety.

No part of the development hereby permitted shall be brought into use until provision has been made within the application site for secure, covered cycle parking, secure cycle equipment storage, electric vehicle charging, and bin storage and collection facilities in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall not thereafter be used for any other purpose and shall be maintained for the life of the development.

Reason: In the interest of highway safety and furthering travel by sustainable modes.

Informatives

Planning permission does not convey consent to work on or adjacent to the public highway.

The proposed development requires the construction of a verge crossing to highway authority specification. Prior to any works commencing on site, including demolition works, the developer must obtain the highway authority's consent.

The developer must obtain a license under Section 184 of the Highways Act 1980 before commencing any works on the highway. Details are available at: www.derbyshire.gov.uk/transport-roads/roads-traffic/licences-enforcements/vehicular-access/vehicle-accesses-crossovers-and-dropped-kerbs.aspx or email highways.hub@derbyshire.gov.uk

The deposit of mud or other items, and/or the discharge of water, onto the public highway are offences under Sections 149 and 151, Highways Act 1980. The applicant, any contractors, and the owner/occupier of the land must therefore ensure that nothing is deposited on the highway, nor that any soil or refuse etc is washed onto the highway, from the site. Failure to prevent this may force the highway authority to take both practical and legal action (which may include prosecution) against the applicant/contractors/owner or occupier of the land.

Yours sincerely,

Robert Smith

Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
3 November 2025	**Robert Smith**	**SD**	**21 November 2025**