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/2025/014075/R1
Your ref: AVA/2025/0591
Date: 2 December 2025

Dear Rebecca Smith

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

PROPOSAL: Proposed dwelling

LOCATION: Crossways Coddington Lane Whatstandwell Matlock Derbyshire DE4 5EL

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 approval be granted.

Further to the Local Highway Authority's (LHA) initial comments regarding the above application dated the 14th of October 2025, please find additional comments following receipt of further information provided by the applicant.

Site Access

Access to the site is off Coddington Lane, a single width track between the application site and its junction with the public highway, Hindersitch Lane. Whilst the existing access is not proposed to be altered as part of the development, the applicant is proposing to construct a tarmacked passing place along Coddington Lane to help mitigate two-way movements along the lane.

The access point to Hindersitch Lane has been in operation for some time and, in view of the nature of lane and its alignment acting as a speed restraint, it is considered that this development proposal would not lead to a severe or unacceptable highway impact in the context of the National Planning Policy Framework (NPPF) and as such the LHA would not seek to resist this application in the site-specific circumstances.

Internal Layout

The revised site plan (ref: Proposed Site Plan 3) proposes a revised parking and turning area for residents together with an area to enable delivery vehicles to manoeuvre.

Whilst it is not clear how refuse is proposed to be collected, it is assumed that a similar arrangement to that used by Crossways will be proposed.

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

The development hereby approved shall not be brought into use until the access, parking and turning facilities have been provided as shown on drawing Proposed Site Plan 3.

Reason: To ensure conformity with submitted details.

Before any other operations are commenced, a passing place shall be constructed on the access track, Coddington Lane, which increase the width of the track to a minimum of 4.1m over a minimum length of 10m, in accordance with the submitted drawing Proposed Site Plan 3.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring right of way.

Pedestrian visibility splays of 2m x 2m x 45° shall be provided and permanently maintained on both sides of the accesses to Coddington Lane thereafter kept clear of any object greater than 0.6m in height above the adjacent lane level.

Reason: To provide adequate visibility for drivers entering or leaving the site and to ensure the safety of pedestrians and vehicles.

No part of the development hereby permitted shall be brought into use until the access driveway/parking/turning areas are constructed with provision to prevent the unregulated discharge of surface water to the public right of way 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.

Informatives

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.

The application site is affected by a Public Right of Way (Footpath number 45 (Crich) on the Derbyshire Definitive Map). The route must remain unobstructed on its legal alignment at all times and the safety of the public using it must not be prejudiced either during or after development works take place. Further advice can be obtained by calling 01629 533190:

- Please note that the granting of planning permission is not consent to divert or obstruct a public right of way.

- If it is necessary to temporarily obstruct a right of way to undertake development works, then a temporary closure is obtainable from the County Council. Please contact 01629 533190 for further information and an application form.

- Any development insofar as it will permanently affect a public right of way must not commence until a diversion order (obtainable from the planning authority) has been confirmed. A temporary closure of the public right of way to facilitate public safety during the works may then be granted by the County Council.

- To avoid delays, where there is reasonable expectation that planning permission will be forthcoming, the proposals for any permanent stopping up or diversion of a public right of way can be considered concurrently with the

application for proposed development rather than await the granting of permission.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
24 November 2025	**Robert Smith**	**SD**	**2 December 2025**