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/2025/014526/R1
Your ref: PDR/2025/0052
Date: 15 January 2026

Dear Laura Anthony,

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

PROPOSAL: Application to determine if prior approval is required for a proposed change of use of former poultry shed to dwellinghouse

LOCATION: Watergate Farm Longway Bank Whatstandwell Matlock Derbyshire DE4 5HU

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 refused.

Background

Further to the Local Highway Authority's (LHA) 10/11/25 observations on the above application, please find below additional comments following receipt of further information provided by the applicant, in the form of a Transport Technical Note (TTN; dated 8/1/26).

Trip Generation

The TTN states that "*Typical residential trip rates per dwelling quantified using TRICS equate to 0.5 on average*' and '*owing to the rural nature of the site (and that 2 bedrooms are proposed), it may equate to two two-way trips per day"*.

The Local Highway Authority (LHA) does not accept the above analysis. It is not supported by any technical evidence in relation to trip rate data for comparable sites e.g. trip rates obtained from the TRICS Database. The residential trip rate suggested in the TTN bears no resemblance to trip rates that the LHA is familiar with. Based on its own assessments, the LHA maintains that a single dwelling in this location would be likely to generate between 6 to 8 two-way trips per day.

The TTN provides no quantitative evidence in relation to the trip generation associated with the existing poultry shed.

The TTN states that "*the shed would have exceeded expected trips associated with the proposed single dwelling*". However, this is based on the unacceptably low residential trip rate estimated in the TTN. The LHA continues to consider that the level of traffic associated with the existing poultry shed, with a proportion of trips being linked to the adjacent farm operation and not being represented on the wider highway network, would be below that of a typical dwelling in this location.

Based on the above the LHA continues to consider that the proposed development would give rise to an increase in traffic flows at the point where the existing site access route emerges onto the classified B5035 Wirksworth Road, which is subject to the National speed limit.

Highway Safety

The TTN refers to a review of personal injury collisions, indicating that the last recorded collision at the site access route junction with the B5035 occurred in August 2001 and that "*a serious collision was recorded in May 2010, but this was to the west of the junction and in the carriageway of Wirksworth Road itself*". The TTN concludes that "*two collisions across a 25-year period does not indicate a pre-existing issue at the junction even with substandard visibility for the posted speed limit"*.

The LHA considers that the lack of accidents provides no guarantee that the site access route junction with the B5035 would continue to operate safely under increased traffic loading particularly given that, as conceded in the TTN, visibility is substandard at this location.

The LHA acknowledges that the access onto the publicly maintainable highway is existing and shared by several farm and residential properties. However, the LHA considers that any increase in vehicular movements at this substandard access could give rise to the risk of collisions on the classified B5035 Wirksworth Road. The

intensification of use arising from the proposed development, without appropriate mitigation, would therefore be detrimental to highway safety.

Transport Sustainability

The TTN acknowledges that the site "*does not fully accord with the sustainable transport objectives set out in Chapter 9 of the National Planning Policy Framework (NPPF)*".

The argument in the TTN that the proposed development is acceptable in sustainable transport terms because it is located "*within an existing cluster of rural residential development*" ignores the fact that the site is beyond safe walking and cycling distance of most day-to-day facilities with poor access to public transport facilities. The proposed development, in this location, would do nothing to reduce reliance on the private car as required by the NPPF.

The LHA continues to consider that future residents would be almost entirely reliant on the private car for everyday residential needs i.e. for travel in connection with health, retail, social, leisure, educational, and employment requirements and that the proposed development is not sustainable in transport terms.

Conclusion

Having regard to the above, the LHA maintains its recommendation that planning permission should be refused for the reasons set out in its observations dated 10/11/25.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
13 January 2026	**Robert Smith**	**SD**	**15 January 2026**