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/2025/013674/R4
Your ref: AVA/2025/0558
Date: 6 February 2026

Dear Rebecca Godson,

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

PROPOSAL: Removal of existing residential cabin and caravans, and replacement with self-build residential cabin. Creation of a vehicular access

LOCATION: The Croft Wirksworth Road Whatstandwell Matlock Derbyshire DE4 5HS

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.

Background

Further to the Local Highway Authority's (LHA) observations dated 23rd January 2026, please find below additional comments following receipt of further information provided by the applicant, in the form of a revised access visibility extents plan, an email from Road Data Services Ltd (RDS) dated 26th January 2026, and visibility splay calculations.

Traffic Data

The highway authority's 23rd January 2026 observations raised concerns in relation to a lack of detail in the vehicle classes and whether HGVs account for less or more than 5% of the total traffic flows, this being dependent on the percentage of HGVs falling within Class 2 of the traffic survey data.

The RDS email notes that '*Class 2 is large vans and is done by axel [sic] distance not weight. I do not consider them to be HGVs. With so many delivery vans on the road this class has [sic] increased over the years…. It isn't possible to split this class up further as the software Metrocount uses doesn't allow for this'.*

It is appreciated that this class is categorised by axle distance not weight. However, the RDS email does not provide evidence which addresses the specific issue raised by the highway authority. In fact, the RDS email serves to confirm the highway authority's concerns over misclassification of HGVs in survey class 2.

Visibility Splay Calculations

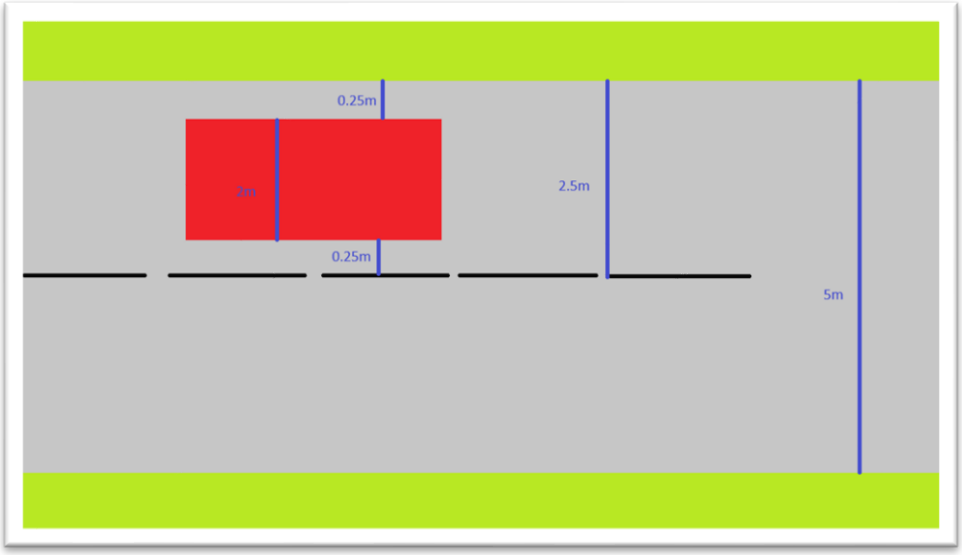
In the absence of any detailed information on traffic flow composition, and for robustness, the highway authority maintains that a deceleration rate of 0.375g should be used in the visibility splay calculations, in accordance with paragraph 10.1.9 of Manual for Streets 2 (MfS2).

The submitted visibility splay calculations refer to northbound and southbound traffic, whereas the traffic surveys refer to eastbound and westbound traffic. However, the highway authority is satisfied that the calculations, which use a deceleration rate of 3.68m/s² = 0.375g as noted above, are acceptable.

When factoring in the vertical alignment of the road, splay lengths of 58m to the east (towards westbound traffic) and 44m to the west (towards eastbound traffic) are required from the site access along Wirksworth Road.

The above splay lengths are demonstrated on revised access visibility extents plan ref: RHC-25-235-01 Rev A.

Plan ref: RHC-25-235-01 Rev A shows major road visibility splays projected to points offset 0.5m into the carriageway, reduced from the previously shown 1m offsets. The applicant has provided no technical justification for this reduction. In the absence of such justification, the highway authority considers that, based on a carriageway width of approximately 5m and a typical vehicle width of circa 2m, an offset distance of 0.25m is appropriate as illustrated on the sketch below. This requirement can be secured by planning condition.



Sketch

Conclusion

Based on the analysis of the information submitted and a review of Local and National policy the highway authority considers that the impacts of the development on highway safety would not be unacceptable and that the impacts on the road network would not be severe.

Conditions

The development hereby permitted shall not be occupied until the access layout, parking, and turning facilities have been provided as shown on drawing numbers RHC-25-235-01 Rev A and RHC-25-235-02.

Reason: To ensure conformity with submitted details.

The development hereby permitted shall not be occupied until visibility splays are provided at the site access in accordance with the following requirements:

i) A minor road visibility setback distance of 2.4m shall be measured along the centreline of the site access from the northern carriageway edge on Wirksworth Road.

ii) Major road visibility splay distances of 58m and 44m in length shall be measured along the northern carriageway edge along Wirksworth Road to the east and west of the site access centreline, respectively.

iii) The major road visibility splays shall be projected between the point defined by the 2.4m minor road setback distance and points at the eastern and western extents of the major road splay distances which are located within the carriageway on Wirksworth Road but no more than 0.25m from its northern edge.

iv) The visibility splay envelopes shall be permanently maintained clear of obstruction above 0.6m in height above adjacent carriageway level.

Reason: In the interests of highway safety.

No part of the development hereby permitted shall be occupied 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 occupied until a hard surfaced verge crossing to serve the driveway from public highway 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 gradient of the driveway to Wirksworth Road shall not exceed 1:10.

Reason: To ensure safe and suitable access for all users, in the interests of highway safety.

There shall be no gates or other barriers located across the driveway.

Reason: In the interests of highway safety enabling vehicles to safely draw off the highway.

No part of the development hereby permitted shall be occupied until provision has been made within the application site for secure, covered cycle parking, secure cycle equipment storage, and electric vehicle charging 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.

The development hereby permitted shall not commence until a scheme showing details of a paved bin collection point has been submitted and approved in writing by the Local Planning Authority. The collection point shall be located adjacent to and clear of the public highway, being located clear of access, parking and turning provision and retained thereafter free from impediment to its designated use.

Reason: To ensure safe and suitable conditions are maintained on the public highway, in the interests of highway safety, and to ensure appropriate waste/refuse facilities are provided for the occupiers of the development.

Informatives

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

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
27 January 2026	**Robert Smith**	**SD**	**6 February 2026**