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/2026/016009
Your ref: AVA/2026/0067
Date: 23 February 2026

Dear Laura Anthony,

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

PROPOSAL: Removal of condition 3 (holiday accommodation only) of AVA/2015/0768 to allow for permanent residential dwelling.

LOCATION: Packhorse Farm Caravan Park Belper Road Alderwasley Belper Derbyshire DE56 2RD

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

This application proposes the removal of planning condition 3 on permission reference AVA/2015/0768, enabling the living unit to be used for permanent residency and not holiday accommodation only.

Site Access

The proposed use would utilise the existing vehicular access to Belper Road, a classified road subject to the national speed limit. The existing access does not accord with current guidance in relation to the level of available emerging visibility.

However, in view of the existing holiday accommodation use, and given the other uses accessed via the shared access, the use of the building as a permanent dwelling is unlikely to significantly change the level of traffic flow using the shared access.

Notwithstanding the above, the highway authority recommends that visibility should be maximised within highway land and over land under the applicant's control at the existing access point onto Belper Road.

Details can be secured by planning condition.

Internal Layout

The Planning and Heritage Statement notes that vehicle parking and turning facilities are available. However, these have not been demonstrated on a site layout plan.

In accordance with the highway authority's Parking Guidance for New Developments (PGND), car parking provision should be 2 no. or 3 no. parking spaces per 2/3 bedroom or 4+ bedroom dwelling, respectively. Each parking space should measure 2.4m x 5.5m (absolute minimum 2.4m x 4.8m). Circulation space around the vehicle is also required so the parking space width should increase to 3.3m or a 0.9m path should be provided directly alongside.

Accordingly, a revised site layout plan should be submitted to demonstrate parking provision in line with the above requirements.

The applicant should also demonstrate that sufficient space is available within the site to enable a 3.5 tonne delivery vehicle to enter, turn within, and leave the site in forward gear.

In line with PGND paragraph 4.7.1, 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.

The applicant will need to consult with the relevant refuse collection department to ascertain what will be acceptable to them in terms of access, numbers and location of bins.

Bin storage should not obstruct the private driveway access, parking, or turning provision.

A paved bin collection point should be provided, clear of the public highway, for use on refuse collection days.

Bin storage and collection provision should be clearly demonstrated on a revised site plan.

Sustainable Travel

Assessing the proposed development in line with chapter 9 of the National Planning Policy Framework (NPPF) indicates that the site is not sustainably located where there is a genuine choice of transport modes. However, having regard to the established use, the highway authority considers that the harm arising from the proposed use in relation to lack of compliance with the NPPF will not be material.

Conclusion

Having regard to the above analyses, the highway authority concludes that the proposed development would not give rise to an unacceptable impact on highway safety or a severe residual impact on the road network subject to the following recommended planning conditions being attached to the decision notice if planning permission is granted.

Conditions

Notwithstanding the submitted drawings, the development hereby permitted shall not be used for permanent residency until the existing access to Belper Road has been modified in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The site access scheme shall include visibility splays projected along Belper Road between a point 2.4m back from the nearside edge of the adjacent carriageway edge, measured along the centreline of the existing access, and the extents of controlled land in both directions along Belper Road. The visibility splays shall be permanently kept free of obstructions over 0.6m in height above adjacent carriageway level.

Reason: To maximise visibility for drivers emerging onto the highway in the interest of highway safety.

The development hereby permitted shall not be used for permanent residency until details demonstrating space within the application site for the parking and manoeuvring of cars and delivery vehicles have been first submitted to and approved in writing by the Local Planning Authority. The approved layout shall be laid out and surfaced prior to the development hereby permitted being brought into use and shall be maintained throughout the life of the development free from any impediment to the designated use.

Reason: To ensure that adequate off-street parking and turning space is provided to reduce the possibility of the proposed development leading to on-street parking problems and to enable vehicles to enter and leave the site in a forward direction in the interest of highway safety.

The development hereby permitted shall not be used for permanent residency until provision has been made within the application site for secure, covered cycle parking and secure cycle equipment storage 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 be used for permanent residency until a scheme showing details of a 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 accesses, parking and turning provision and retained thereafter free from impediment to 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.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
6 February 2026	**Robert Smith**	**SD**	**23 February 2026**