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: Gemma Statham
Our ref: AVBC/2026/015738/R2
Your ref: AVA/2026/0017
Date: 16 March 2026

Dear Laura Anthony

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

PROPOSAL: Change of use of garage to dog grooming salon

LOCATION: 52 Crosshill Codnor Ripley Derbyshire DE5 9SQ

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**.**

Background

This planning application seeks permission for the construction of an outbuilding to be used for a dog grooming business at 52 Crosshill, Codnor. Crosshill is a classified road, the A6007, is well trafficked, and is subject to a 30mph speed limit.

The highway authority issued observations on this application on 26/1/26 and 11/2/26, outlining requirements to ensure that the proposed development would be acceptable in highway safety terms.

The applicant has not come forward with any physical proposals which would satisfy the highway authority's stated requirements.

Revised Proposals

By email to the Local Planning Authority dated 18/2/26, the applicant has instead suggested proposals for: a reduction in the number of dogs to no more than 4 per

day; encouraging clients to use off-street public car parks (e.g in Codnor Market Place on Mill Lane) rather than parking on-street at the site; future alteration to the site access driveway to provide customer parking, rather than to improve the driveway to accommodate the proposed development; and, adoption of a 30-minute gap between client bookings.

A reduction in the number of dogs, together with a 30-minute gap between bookings, will still result in an increase in vehicle movements at the site and, therefore, the need for appropriate access arrangements and an additional car parking space.

The car park on Mill Lane is circa 1.2km from the site and would require pedestrians to cross the A6007 twice as part of a 2.4km round trip. The trip would be repeated when clients drop off and pick up their dogs. Such trips lack convenience. Indeed, Codnor Market Place would be inconvenient to some clients, particularly those who live to the south of the site.

The highway authority therefore considers that clients are unlikely to walk between Codnor Market Place and the site but will be more likely to park on the classified A6007 Crosshill, if off-street parking is not provided at the site, given that this option would be significantly more convenient for dropping off and picking up of dogs.

Improvements to the driveway at some point in the future would not satisfactorily address the likely highway safety impacts which would occur from the point at which the development would be brought into use. Improvements are required prior to the development being brought into use, to mitigate the development impacts, not afterwards.

On-street parking on Crosshill would be obstructive and would obstruct visibility to/from the site and other nearby accesses. The lack of appropriate turning facilities would potentially lead to reversing movements to and from the site and u-turn movements elsewhere on the classified road.

Without improvements to the site access and car parking provision, to address such issues, the highway authority would be minded to recommend refusal of planning permission on the grounds that the proposed development would be likely to give rise to unacceptable impacts on highway and pedestrian safety.

Site Access and Internal Layout Requirements

Notwithstanding the above and given the lack of suitable proposals being submitted by the applicant, the highway authority has considered the scope to improve the site access and driveway arrangements to ensure that suitable access and parking arrangements could be achieved.

The increase in use of the site access means that it should be provided with appropriate visibility splays. Such provision should comprise 2.4m x 43m visibility splays, projected to the nearside carriageway edge along Crosshill on both sides of the site access, as set out in para 4.8.2 of the highway authority's Planning, Streets, and Places (PSP) guidance.

As set out in PSP para 4.8.1, 2m x 2m pedestrian visibility splays should be provided on both sides of the access.

It is understood that the existing dwelling has 3 bedrooms. The minimum car parking requirement for a 3-bedroom dwelling, in accordance with Table 2 of the highway authority's Parking Guidance for New Developments (PGND), is 2 spaces. Provision to accommodate client parking would require the provision of an additional car parking space, resulting in a total car parking requirement of 3 spaces within the site. The car parking layout, with suitable turning provision, should accord with the requirements of PGND section 8.6.

Relocation of the existing access 2m to the south should allow the 2.4m x 43m visibility splays and the 2m x 2m pedestrian splays to be achievable.

3 car parking spaces should be provided along, and at an angle of 90-degrees to, the southern site boundary. A 6m wide aisle/manoeuvring width, which will include the driveway, can then be provided to the west of the parking spaces.

The above details can be secured by planning conditions.

Conclusion

Having regard to the above, the highway authority would have no objection to this application subject to the following recommended planning conditions and informatives being attached to the decision notice should permission be granted.

Planning Conditions

1. The existing vehicular access and driveway shall be improved in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the development hereby permitted being brought into use and shall be maintained for the life of the development. The scheme shall include the following features:

   a) Visibility splays of 2.4m x 43m, projected to the nearside carriageway edge on Crosshill, on both sides of the site access.

   b) 2m x 2m pedestrian splays on both sides of the site access driveway.

   c) 3 no. car parking spaces, with dimensions which comply with highway authority guidance.

   d) A 6m wide driveway/aisle/turning area.

   e) No gates shall be provided.

   f) Visibility and pedestrian splays shall be free of obstruction above a height of 0.6m above adjacent carriageway channel level

   REASON: In the interest of highway safety.

2. 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.

Informatives

Notes to Applicant

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,

Gemma Statham
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
25 February 2026	Gemma Statham		16 March 2026