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/2026/016605
Your ref: AVA/2026/0135
Date: 10 April 2026

Dear Laura Anthony,

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

PROPOSAL: Outline application for a proposed two storey replacement house and detached garage

LOCATION: 61 Codnor Denby Lane, Codnor, Ripley DE5 9SP

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 permission be granted.

Background

This outline planning application proposes a two-storey replacement dwelling and garage, with all matters reserved.

The existing dwelling on the site is a 2-bedroom bungalow. The replacement dwelling is proposed to have 4/4+ bedrooms.

Site Access

The indicative plan (ref: 24/02/2026/01) shows the existing vehicular access to Codnor Denby Lane being retained. Whilst there is no objection to this in terms of emerging visibility onto the adjacent carriageway, 2m x 2m pedestrian visibility splays should be provided on both sides of the access within the site and adjacent to the highway boundary, in accordance with paragraph 4.8.1 of the Local Highway Authority's (LHA's) Planning, Streets, and Places (PSP) guidance.

Internal Layout

In accordance with the LHA's Parking Guidance for New Developments (PGND), car parking provision should be 3 no. parking spaces for a 4- to 5-bedroom dwelling. Each parking space should measure 2.4m x 5.5m (absolute minimum 2.4m x 4.8m). Circulation space around the vehicle is needed so the width should increase to 3.3m or have a 0.9m path (or the ability to install one) directly alongside as recommended in Lifetime Homes Standards. Tandem parking for an individual dwelling is permitted but is limited to 2 vehicles.

For the avoidance of doubt, garages are excluded from the car parking calculations due to the ability to convert them into habitable accommodation without the need for permission and their use for personal storage rather than that of a vehicle. However, they may be counted as cycle storage subject to design and location.

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 space per bedroom.

Provision will be required within the site for vehicles to enter, turn within, and leave the site in forward gear.

The driveway should be surfaced in a bound material for a minimum length of 5m within the site measured from the highway boundary, to reduce the possibility of deleterious material being deposited in the highway.

Provision to prevent the unregulated discharge of surface water to the public highway is required.

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 site plan as part of any future planning application.

It is considered that the above points can be controlled by conditions.

Conclusion

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

Conditions

All reserved matters details submitted to the Local Planning Authority for approval shall comply with the Highway Authority's current Planning, Streets, and Places design guide and Parking Guidance for New Developments, or subsequent revisions, shall be implemented as approved, and shall be maintained for the life of the development.

Reason: In the interest of highway safety.

The development hereby permitted shall not be brought into use until pedestrian visibility splays of 2m x 2m measured perpendicularly back from the edge of the highway boundary shall be provided on both sides of the access. These splays shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above the adjacent footway level.

Reason: To ensure motorists have clear and unrestricted views of approaching pedestrians when pulling out onto the adopted highway, in the interest of highway safety.

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.

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 highway 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.

No part of the development hereby permitted shall be brought into use until space has been provided within the site curtilage for the parking and manoeuvring of residents' vehicles, located, designed, laid out and constructed all as agreed in writing with the Local Planning Authority and maintained for the life of the development free from any impediment to its designated use.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety along the neighbouring highway(s).

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

Informatives

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

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
18 March 2026	Robert Smith	SD	10 April 2026