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: Steve Dudhill
Our ref: AVBC/2026/016797
Your ref: AVA/2026/0199
Date: 24 April 2026

Dear Mrs Godson,

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

PROPOSAL: Installation of agricultural access track

LOCATION: Land off Lambhouse Lane Lambhouse Lane Shottlegate Belper

---

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 planning permission should be refused.

Background

This planning application seeks permission for a new access to serve Shottlegate Farm from Lambhouse Lane, Shottlegate, Belper.

The applicant's agent's covering letter, dated 26/3/26, explains that the existing farm access onto the A517 Ashbourne Road has poor visibility and that, due also to high levels of traffic flow on the A517, this is why the applicant seeks to form the new access track.

Existing Conditions

The proposed site access would be taken at a point on Lambhouse Lane where there is an existing field gate serving agricultural land to the east of the Lane. Lambhouse Lane, at this location, is subject to the National speed limit and is wide enough to accommodate two-way traffic, although the Lane narrows to a single lane

width to the north-west of the proposed access. The carriageway surface in the vicinity of the access is poor in places.

Lambhouse Lane meets the classified A517 Ashbourne Road to the south-east of the proposed access. The A517 is subject to a 40mph speed limit at this location and has a double central white line system which is indicative of a lack of forward visibility along the A517 associated with the bend and crest to the south-west of Lambhouse Lane.

Access from Lambhouse Lane onto the A517 is controlled by a “STOP” sign and line which is indicative of poor side road visibility from Lambhouse Lane along the A517, due to the narrow footways along the north-western side of the A517 and the proximity of the bend and crest to the south-west of Lambhouse Lane.

Proposed Access

As submitted, the application is for a new access which would be additional to the existing access onto the A517, given that the applicant has made no proposal to close the existing farm access. The proposed development must therefore be assessed as an additional access, which will give rise to the transfer of some, but not all, traffic associated with the existing farm access onto Lambhouse Lane.

The proposed access would accommodate higher traffic flows than the current field access. It is therefore necessary for the applicant to demonstrate that the site access would have adequate visibility splays in both directions along Lambhouse Lane.

The applicant shows no visibility splays from the site access along Lambhouse Lane. Whilst Lambhouse Lane is subject to the National speed limit, its layout and character is such that traffic speeds on the approaches to the site access would be likely to be lower than the posted speed limit.

Adequate visibility is likely to be achievable to the north-west of the site access along Lambhouse Lane, within land owned or controlled by the applicant.

The highway authority estimates that the visibility splay available along Lambhouse Lane to the south-east of the proposed site access would be circa 2.4m x 12m. Such a splay would correspond to an 85th percentile approach traffic speed of only circa 10mph. The highway authority considers that traffic speeds along Lambhouse Lane are likely to be higher than this level. The proposed site access, in the location shown, would not therefore be capable of providing adequate visibility to the south-east along Lambhouse Lane.

Provision of satisfactory visibility splays on both sides of the site access along Lambhouse Lane would require relocation of the site access further to the north-west.

The applicant must undertake traffic speed surveys on the Lambhouse Lane approaches to the site access to identify the appropriate major road visibility splay stopping sight distance requirements. These would, in turn, allow the applicant to identify the correct site access location where the appropriate visibility splays can be achieved.

The agent's covering letter refers to the site access road as having a width of 3.0m, with a single passing place. No details of the access layout, where it meets Lambhouse Lane, have been provided. The applicant must demonstrate that the access onto Lambhouse Lane has sufficient geometry, with hard paving where required, to accommodate the swept paths of the largest vehicles likely to use it.

The verge crossing between the site and Lambhouse Lane must be to highway authority specification.

Improvements to the carriageway surface along Lambhouse Lane, between the site access and the A517, would be required.

No details of the layout of the internal access arrangements at the eastern end of the site access road, where it meets the farmyard, have been provided. Details are required.

Whilst the above matters may be capable of being addressed, the applicant has currently failed to demonstrate that the proposed site access would have adequate visibility splays and geometry. The applicant has not therefore demonstrated that a safe and suitable means of access can be achieved and that the proposed development would not give rise to an unacceptable impact on highway safety on Lambhouse Lane.

A517/Lambhouse Lane

The proposed site access will transfer some traffic movements from the existing A517 access onto Lambhouse Lane, intensifying the use of the existing A517/Lambhouse Lane junction at a location where the available visibility splays from Lambhouse Lane and along the A517 are below standard.

Side road visibility splays along the A517 appear to be in the order of 2.4m x 45m and 2.4m x 55m to the south-west and north-east of Lambhouse Lane, respectively.

Eastbound forward visibility around the bend and over the crest on the A517 to the south-west of Lambhouse Lane falls below these levels. The available splay distances fall well below the requirements for a road subject to a 40mph speed limit, where a major road visibility stopping sight distance of 120m would normally be required.

Even if 85th percentile traffic speeds on the A517 approaches to Lambhouse Lane fall below the 40mph speed limit, the highway authority considers it unlikely that actual speeds would be so low as to correspond to the levels of available visibility. For example, a major road visibility splay of circa 45m corresponds to an 85th percentile traffic speed of only circa 29mph. The highway authority considers it unlikely that existing 85th percentile traffic speeds on the eastbound A517 approach to Lambhouse Lane would fall at or below such levels.

Visibility splays from Lambhouse Lane onto the A517 are therefore inadequate and cannot be improved by the applicant given third party land constraints.

Having regard to the above, the highway authority considers that increased use of the A517/Lambhouse Lane junction arising from the proposed development, where

visibility splays fall below appropriate standards, would be likely to give rise to an unacceptable impact on highway safety at that junction, contrary to paragraph 116 of the National Planning Policy Framework.

Conclusion

Having regard to the above analyses, the highway authority recommends that planning permission should be refused for the following reasons.

Insufficient information has been submitted to demonstrate that a safe means of access can be provided onto Lambhouse Lane contrary to paragraphs 115 and 116 of the National Planning Policy Framework.

The proposed development would give rise to an intensification of use of the A517/Lambhouse Lane junction, where side road visibility splays from Lambhouse Lane and forward visibility splay distances along the A517 fall below recognised standards. The proposed development is therefore likely to give rise to an unacceptable impact on highway safety on the classified road, contrary to paragraph 116 of the National Planning Policy Framework.

Whilst the applicant may be able to address the first of the above grounds for refusal, subject to submission of appropriate information, the highway authority does not consider that the second ground could be addressed given existing highway constraints.

SD; DCC TDM; 24/4/26.