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/2026/017013
Your ref: AVA/2025/0843
Date: 28 April 2026

Dear Laura Anthony,

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

PROPOSAL: Proposed stable conversion to form 2 no holiday flats

LOCATION: The Granary, Newlands Farm, Newlands Road, Riddings, Alfreton DE55 4ER

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 the application is deferred pending additional information.

Background

This planning application seeks permission for the conversion of a stable to form 2 holiday flats.

Trip Generation

The Local Highway Authority (LHA) considers it unlikely that the traffic generated by the proposed development would result in an unacceptable impact on highway safety or severe residual impacts on the road network beyond the immediate site access.

However, the LHA considers that the scheme will give rise to an increase in the volume of traffic using the site access compared to the established use, which therefore requires consideration of safety issues at the site access.

Site Access

Access to the site is via an existing shared access off Newlands Road, a classified road which is subject to a 40mph speed limit in the vicinity of the site.

In accordance with current guidance, and based on the speed limit, the site access should therefore have site access visibility splays of 2.4m x 120m in both directions along Newlands Road.

Achievable visibility splays at the site access have not been demonstrated, nor has any evidence been submitted to support a reduction in major road visibility splay lengths. The applicant should therefore undertake speed surveys on the Newlands Road approaches to the site access to demonstrate that appropriate visibility splays, in line with the recorded 85th percentile traffic speeds, can be achieved.

Major road visibility splays should be measured along the nearside carriageway edge, projected from a minor road visibility setback distance of 2.4m measured along the centreline of the access from the nearside edge of carriageway.

The visibility splay envelope, the area between the major road visibility splay line and the nearside carriageway edge, must be owned or controlled by the applicant or fall within the limits of the public highway. It must be maintained clear of any object greater than 0.6m in height relative to adjacent nearside carriageway channel level.

An access scheme plan should be submitted to clearly demonstrate visibility splays in line with the above requirements. The entire lengths of the splays should be shown in both directions, within controlled land or over the highway, with the plan detailing any boundary treatment works required to achieve such splays.

The width of the existing site access is sufficient to allow two vehicles to enter and leave the site simultaneously. Its surface is also adequate, being bound over a length of more than 5m from the carriageway edge.

Newlands Road has a footway on its western side, opposite the site. There is no footway, or safe pedestrian standing space, on the eastern side of Newlands Road in the vicinity of the site. The LHA would expect a suitable pedestrian crossing point to be provided to Newlands Road. A short section of footway is therefore required adjacent to the site access, on the eastern side of Newlands Road, with dropped kerbs and tactile paving to provide a safe and accessible crossing point. Dropped kerbs with tactile paving will also be required on the western side of Newlands Road. The access scheme plan should show such details.

Internal Layout

The submitted block plan does not accurately represent the barn structure, which is longer than the footprint shown on the block plan, as confirmed by the satellite image (copy extract below) and the submitted floor plan details. It would therefore appear that the proposed car parking spaces cannot be provided within the space available.



Extract from Block Plan / Satellite Image of Site

In accordance with the LHA's Parking Guidance for New Developments (PGND), car parking provision should be 1 no. parking space per holiday let. 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 directly alongside.

A revised block plan should therefore be submitted to demonstrate parking provision in line with the above comments, together with space to enable vehicles to manoeuvre to be able 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 each holiday let at a minimum 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 locations 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

The site is located within reasonable walking distance of a range of day-to-day services and facilities including several public houses and shops in Riddings.

Pedestrian access to these destinations is available via the existing footway network. However, no footway is present on the eastern side of Newlands Road, fronting the site (see earlier). Opportunities for cycling are also present within the surrounding highway network. Public transport is available from nearby bus stops on Newlands Road, providing connections to Alfreton and Derby.

Having regard to these factors, the LHA considers the site to have reasonable accessibility to local services and public transport, and that future visitors would have opportunities to undertake some trips by sustainable modes.

Conclusion

The LHA does not consider that the application as submitted fully assesses the highway impact of the proposed development. Further information is required as set out in the above observations.

The LHA therefore recommends that this application should not be determined until the applicant has submitted further information which satisfactorily addresses the above issues.

The LHA will comment again following receipt of further information.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
16 April 2026	**Robert Smith**	**SD**	**28 April 2026**