DERBYSHIRE County Council

Response provided under the delegated authority of the Executive Director for Place

Planning Manager
Amber Valley Borough Council
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RIPLEY
Derbyshire
DE5 3XE

Highway Officer: Robert Smith
Our ref: AVBC/2026/017030
Your ref: AVA/2026/0234
Date: 28 April 2026

Dear Rebecca Godson,

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

PROPOSAL: Application for permission in principle for the erection of 2 dwellings

LOCATION: 7 Woodside Morley Ilkeston Derbyshire DE7 6DG

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 application seeks permission in principle (PIP) for the erection of 2 dwellings within part of the garden at 7 Woodside Morley, Ilkeston.

Assessment

Consideration of PIP applications is limited to matters of principle in relation to the location of the site, the type of land use proposed, and the scale of development. Detailed matters are addressed at the technical details consent (TDC) stage.

Site Location – Sustainable Travel

The site is in a rural location and has limited accessibility to day-to-day services and facilities i.e. health, retail, education, employment, leisure. The nearest facilities are located approximately 2.5km from the site in Smalley. Opportunities for walking and cycling are constrained by distance, with narrow footways and a lack of street lighting in places.

Whilst the nearest bus stops are located approximately 250m from the site, bus services have a limited frequency and bus stop infrastructure is poor.

As a result, opportunities for future occupants to access services by sustainable modes would be restricted and a high level of reliance on private car travel is likely.

Site Location – Site Access

The block plan (ref: 1833-101-P1) shows the access to 7 Woodside being moved to the west, with a new access formed to serve the proposed development.

A single shared driveway access should be provided to serve the existing and proposed dwellings, formed by a footway/verge crossing to Local Highway Authority (LHA) specification. The shared driveway should have a minimum width of 4.8m for the first 8m measured from the highway boundary on Woodside (0.5m margins added if the driveway is physically bound).

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

Where a new or improved driveway emerges onto a footway, 2m x 2m pedestrian visibility splays shall be provided on both sides of the access at the back of the footway, in accordance with paragraph 4.8.1 of the LHA's Planning, Streets, and Places (PSP) guidance. Such splays shall be maintained clear of any object greater than 0.6m in height relative to adjacent footway level.

Revised site access details are required to address the above issues.

Site Location – Access Visibility

Woodside is a classified road, subject to a 40mph speed limit adjacent the site.

The applicant has not submitted sufficient information to allow the LHA to determine whether the application would not give rise to an unacceptable impact on highway

safety, as required in the context of National Planning Policy Framework (NPPF) paragraph 116.

Achievable visibility splays at the access point have not been demonstrated, nor has any evidence been submitted to support a reduction in splay lengths. Traffic speed surveys should therefore be undertaken to determine the 85th percentile traffic speeds on the Woodside approaches to the site access. The major road visibility splay requirements can then be determined, having regard to the gradients on the Woodside approaches to the site access.

The applicant should then submit a site access plan to demonstrate that the required site access visibility splays, based on the recorded 85th percentile speeds and gradients, can be achieved. 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 required major road visibility splay distances should be projected from a minor road visibility setback distance of 2.4m measured along the centreline of the access from the nearside edge of the carriageway. The major road visibility splay distances should be measured in both directions along the nearside carriageway edge.

Given the vertical alignment of Woodside to the east of the site, it will be necessary for the applicant to demonstrate that the necessary visibility splays can be achieved in both the horizontal and vertical planes. The driver's line of vision in the vertical plane should be from an eye height of between 1.05m and 2.0m. A clear view of an obstacle must be available at a height of 0.26m to 2.0m. Visibility splays should therefore be shown on a topographical survey base, with a long section also provided to demonstrate that the splays can satisfy the above requirements in the vertical plane.

The visibility 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.

Only once the above information has been provided, can the LHA determine whether the proposed development will be acceptable, or otherwise, in highway safety terms.

Internally

No details are provided in relation to the numbers of bedrooms within the proposed dwellings, so it is not therefore possible to confirm the car and cycle parking requirements at this stage. Car and cycle parking provision should therefore comply with the LHA's Parking Guidance for New Developments (PGND).

Sufficient parking and turning provision should also be demonstrated in connection with the existing dwelling, 7 Woodside.

In view of the length of the proposed driveway, provision to enable large vehicles (i.e. 3.5 tonne delivery vehicles and fire tender) to manoeuvre within the site, to be able to enter, turn within, and leave the site in forward gear should be demonstrated.

Proposed gates must be set back a minimum of 5m from the nearside carriageway edge, opening inwards, in accordance with PSP section 5.8.

Within the site, the access arrangements should comply with the design requirements set out in PSP section 5.8. Given the proposed scale of development, there would be no requirement for provision of a segregated footway within the site, since pedestrians are expected to share access with vehicles in such circumstances.

Bin collection/storage facilities should be provided.

Summary

Having regard to the above, the LHA recommends that this application should not be determined until the applicant has submitted further details which satisfactorily address the above issues.

The highway authority will comment again following receipt of further information.

Yours sincerely,

Robert Smith
Transport Development Management

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