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: Steve Dudhill
Our ref: AVBC/2026/017014
Your ref: AVA/2026/0187
Date: 6 May 2026

Dear Mr Redmond,

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

PROPOSAL: **Demolition of former care home to facilitate re development of site into 8 no. residential units. Residential development subject to seperate planning application. Proposed clearance of structures to make site safe whilst residential application is being determined (may affect the setting of the conservation area)**

LOCATION: **Former Ada Belfield House Field Lane Belper Derbyshire DE56 1DE**

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 a planning condition and informative being attached to the decision notice if this application is permitted.

Background

This application seeks permission for the demolition of the former Ada Belfield care home at Field Lane, Belper to facilitate redevelopment of the site.

The application form states that residential development will be the subject of a separate planning application (see reference AVA/2026/0241). The demolition work would be undertaken to make the site safe whilst the residential planning application is being determined.

The site is located on the southern side of Field Lane, to the east of the access to the Field Lane car park. Vehicular access to the site is currently taken towards the eastern end of the site frontage by means of a dropped kerb footway crossing, with a pedestrian access located to the west of the centre of the site frontage.

Both sides of Field Lane are subject to a traffic regulation order which prohibits waiting between 8am and 6pm.

Assessment

The submitted site layout plan shows that access to the works would be taken via the existing dropped kerb footway crossing, to which no changes are shown. The plan states that the structure would be demolished using mechanical demolition from within the site, with spoil and rubble being stockpiled and removed later.

No details of the demolition work, beyond what is shown on the site layout plan, have been provided.

Satisfactory access would be required. It will also be necessary for the site operations to be appropriately managed during the demolition process to avoid adverse impacts on highway safety and capacity, including pedestrian safety along Field Lane at the site frontage.

Details can be secured by planning condition requiring submission of a construction traffic management plan.

Conclusion

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

Planning Condition

Prior to commencement of the demolition works hereby permitted, a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include, but not be restricted to providing, details of:

a) Demand, provision, and location of construction site operative and visitor car parking;

b) Provision and location of on-site accommodation for construction staff;

c) Measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties, including traffic and pedestrian movement along Field Lane;

d) Delivery schedules and working times, with delivery and construction staff movements timed to avoid highway peak periods;

e) Advisory routes and signage proposals for construction traffic, including proposals to discourage use of inappropriate routes e.g. Field Lane to the east of the site;

f) Proposals for changes to the site access to safely accommodate construction traffic, including provision of appropriate visibility splays along Field Lane and sufficient width to accommodate large plant and vehicle movements (the latter supported by swept path analyses);

g) Details of temporary traffic management arrangements to accommodate construction of changes to the site access and other highway and/or enabling works;

h) Locations for loading/unloading, storage, and removal of plant, waste, and construction materials;

i) Methods of preventing mud and dust being carried onto the highway, including provision of wheel wash and road sweeping facilities;

j) Arrangements for turning vehicles;

k) Arrangements to receive abnormal loads or unusually large vehicles;

l) Site hoardings, fencing, and gates;

m) Specific methods for positively communicating the Plan to staff, visitors, and neighbouring residents and businesses.

The demolition works shall be implemented in accordance with the approved Plan which shall be maintained throughout the works period.

Reason: In the interests of the safe operation of the highway and the protection of amenity during the demolition works.

Informatives

Notes to Applicant

The demolition hereby permitted may impact on the operation of the highway network during construction. The developer should contact the highway authority's Network Management Team at www.derbyshire.gov.uk/transport-roads/roads traffic/roadworks/roadworks.aspx at least eight weeks prior to any activity on site to enable temporary traffic regulation orders to be prepared and/or a programme of temporary traffic management measures to be agreed.

It is expected that contractors will be registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particular reference is made to "respecting the community". Constructors should give utmost consideration to their impact on neighbours and the public by:

• Informing, respecting and showing courtesy to those affected by the work;

• Minimising the impact of deliveries, parking and work on the public highway;

• Contributing to and supporting the local community and economy; and,

• Working to create a positive and enduring impression and promoting the Code.

The construction traffic management plan should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided, and information shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties.

This does not offer any relief to obligations under existing legislation.

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.

SD; DCC TDM; 6/5/26.