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/2026/017210
Your ref: AVA/2026/0241
Date: 22 May 2026

Dear Ms Cox,

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

PROPOSAL: Erection of 8no. contemporary dwellings (may affect the setting of the conservation area)

LOCATION: Former Ada Belfield House Field Lane Belper 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, recommends that determination of this planning application should be deferred pending submission of revised details.

Background

This planning application seeks permission for the construction of 8 dwellings on the former Ada Belfield House care home site at Field Lane, Belper.

In relation to the highway authority's interests, the planning application is supported by a site layout plan (drawing number 1200 S3 Rev P03) and a plan which shows visibility splays (drawing number 2281-S3 Rev P01).

The highway authority provided the Local Planning Authority with pre-application advice on a proposal for 8 dwellings on this site under reference COR/2025/0089.

The highway authority responded to consultation on application reference AVA/2026/0187, for demolition of the former care home, on 6 May 2026.

Proposed Development

Access to all the dwellings would be taken from Field Lane.

Four of the dwellings (house type 1) would be 4-bedroom detached properties. Three of these dwellings would be served by a shared private driveway at the eastern end of the site frontage. Each of these dwellings would have two driveway car parking spaces, with two of these dwellings having tandem parking layouts.

One of the 4-bedroom dwellings would have its own driveway access towards the western end of the site frontage, with two tandem driveway car parking spaces and a single garage.

Four of the dwellings (house type 2) would be 3-bedroom terraced properties, each with its own direct driveway access having a single car parking space.

Existing Conditions

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

Sustainable Travel

Pedestrian access to Belper town centre and Belper rail station is available via the Field Lane car park to the west of the site. The nearest bus stops to the site are located on Bridge Street, approximately 200m to 250m from the site centre. The site is within easy walking and cycling distance of a range of employment, retail, health, education, employment, and public transport facilities. The site is therefore sustainably located.

Access Arrangements

The following observations apply to the details of the site access arrangements, having regard to the highway authority's Planning, Streets, and Places (PSP) design guide.

The visibility splay plan shows 2m x 45m visibility splays only at the shared private driveway access which would serve the three detached dwellings. No visibility splays are shown for the five single driveways which take direct access onto Field Lane along the site frontage. Details are required to demonstrate that each access will have adequate visibility.

PSP para 4.8.2 states that proposals for new accesses with a minor road visibility setback distance of less than 2.4m will be resisted. The applicant should provide details to show appropriate visibility provision from each access point measured from a 2.4m minor road visibility setback distance.

The appropriate major road visibility splay distance is 43m. Each driveway access should therefore be provided with 2.4m x 43m visibility splays in both directions along Field Lane.

The width of the southern footway on Field Lane is less than 2m along most of the site frontage and would prevent appropriate visibility splays from being provided. Provision of appropriate visibility splays is likely to require footway widening across the site frontage which, in any event, should be no less than 2m in width.

Provision of a footway of appropriate width would require the applicant to enter into an agreement with the highway authority under Section 38/278 of the Highways Act 1980.

The shared private driveway serving three detached dwellings is located closer to the eastern site boundary than the existing driveway. That therefore constitutes a new driveway as defined in PSP para 4.8.1, in accordance with which all the proposed driveways, including the shared private driveway, should have 2m x 2m pedestrian splays on both sides within the site at the back of footway. Such splays should not be obstructed above a height of 0.6m.

The visibility splay plan purports to show pedestrian splays for the shared driveway but those are incorrectly constructed. The correct form is shown in the sketch at PSP para 4.8.1.

Gates are shown at the back of the southern footway on Field Lane on the driveways for all the terraced dwellings and for the detached dwelling at the western end of the site frontage. PSP section 5.8 stipulates that gates should be set back 5m from the carriageway edge and should be hung to open inwards or be of sliding design. This is to ensure that the carriageway is not obstructed by vehicles waiting at the gates. It is not possible for the gates to the terraced properties to be set back as required, as that would compromise the driveway parking spaces. Those gates should be omitted. The gates to the detached dwelling could be set back 5m from the carriageway edge and an appropriate detail should be shown if gates are to be provided for that property.

Bin storage facilities should be located clear of site access and pedestrian visibility splays.

The shared driveway access serving three detached dwellings is shown with a width of circa 4.2m, which satisfies the PSP requirement, but does not have pedestrian splays.

A hard paved shared bin collection point should be provided adjacent to the shared driveway, within 25m of the highway but clear of the pedestrian splays.

Adequate space should be provided for cars to turn to and from the parking areas located off the shared driveway. Aisles adjacent to parking spaces aligned at 90-degrees to the aisle should be 6m wide. The aisle width adjacent to the parking spaces for plots H7 and H8 is restricted and should be widened.

Turning space should be provided at the south-western end of the shared driveway to accommodate vehicles reversing out of the plot H7 parking spaces.

Adequate turning space should be provided on the shared driveway to accommodate 3.5 tonne delivery vans. The adequacy of such provision should be demonstrated by swept path plots.

Dropped kerb footway crossings are required to provide access to the site, including the need to extend the width of the existing dropped kerb at the eastern end of the site frontage to cover the full width of the shared driveway.

Driveways should be hard paved with drainage provision to ensure that the unregulated discharge of surface water onto the highway is prevented.

The proposed driveways and amendments to the access arrangements would affect street lighting at the site frontage, which would require replacement and relocation at the applicant's expense.

Parking Requirements and Provision

The highway authority's parking requirements are set out in its Parking Guidance for New Developments (PGND). For sites in urban areas, 3-bedroom dwellings should normally have 2 car parking spaces, and 4-bedroom dwellings should normally have 3 car parking spaces. Tandem parking is limited to no more than 2 spaces and garages are not counted towards car parking provision.

The proposed dwellings do not satisfy the car parking requirements stipulated in the PGND. However, given the sustainable location of the site, the availability of car parking in the Field Lane car park, and the protection afforded to Field Lane by the existing traffic regulation order during the working day, the highway authority would not object to the shortfall in car parking provision below PGND standards, subject to the following provisos.

The proposed residential use will give rise to peak parking demands during evenings when the existing waiting restrictions on Field Lane cease to apply. It may therefore be necessary to amend the existing waiting restrictions to prevent on-street parking during the evening, particularly as on-street parking at the site frontage could obstruct visibility along Field Lane to the east of the access to the Field Lane car park, and to/from other accesses, which could be detrimental to highway safety. Such changes would be at the applicant's expense.

Secure, covered, and accessible cycle parking should be provided at a rate of 1 cycle space per bedroom for each dwelling. No cycle parking is shown on the site layout plan but should be included to mitigate the lack of car parking spaces.

Conclusion

A revised site layout plan should be provided to satisfactorily address the above issues.

In the meantime, the highway authority recommends that this planning 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.

SD; DCC TDM; 22/5/26.