Vectio Consulting Limited
The Barnhouse
Lutterworth Road,
Gilmorton
Leicestershire
LE17 5PN

Date: 17th June 2026

Site: 81 Ripley Road, Heage, Belper, Derbyshire DE56 2HU
Reference: VC0731 L1.0

RE: Response to Derbyshire County Council Highway Authority Comments

Dear Sir / Madam,

Vectio Consulting Limited (VCL) has been appointed by M3 Building Services Ltd to prepare a vehicle swept path analysis drawing and accompanying letter in support of a planning application for renovations to an existing residential dwelling at 81 Ripley Road in Heage, Derbyshire.

Thank you for Derbyshire County Council's response dated 9 June 2026 in respect of the above planning application. The applicant has carefully reviewed the Highway Authority's comments and has prepared amended details to address the matters raised, particularly in relation to the internal parking and manoeuvring arrangements within the site.

The amended layout has been updated to provide a more generous driveway area, with the right-hand side of the driveway deepened to accommodate three parking spaces, each measuring 2.7m in width by 5.0m in length.

Vehicle swept path tracking has also been prepared to demonstrate that a design standard vehicle (car) can enter the driveway, manoeuvre within the site, and exit the parking spaces in a forward gear. The tracking has been undertaken on the basis that the other parking spaces are occupied, thereby demonstrating that the proposed arrangement is operationally robust and not reliant on the parking area being empty. The swept path analysis drawing is appended to this letter reference SK001.

In addition, swept path tracking has been provided to demonstrate that a design standard vehicle can enter and exit the garage in a satisfactory manner. This confirms that both the external parking spaces and the garage can be accessed and used without prejudicing safe and convenient manoeuvring within the site.

The proposed access gates have also been amended. The previous inward-opening gate arrangement has been replaced with a sliding gate. This ensures that gate operation would not encroach into, or otherwise interfere with, the vehicle manoeuvring envelope required for vehicles entering or leaving the private driveway. The amended gate arrangement therefore improves the practical operation of the access when compared with the previous layout.

Regarding the Highway Authority's request for swept path tracking of a 3.5t delivery vehicle entering, turning and exiting the site in a forward gear, the applicant respectfully requests that this requirement is reconsidered in the specific context of the application site and surrounding highway environment. The proposal relates to alterations to an existing dwelling and is not expected to materially intensify delivery activity when compared with the existing residential use.

It is also noted that a number of other residential properties along Ripley Road do not appear to provide sufficient internal space for a delivery vehicle to enter, turn and leave in a forward gear. In practice, deliveries to residential properties in this area are commonly undertaken from the public highway, and formal on-street parking provision is already marked on Ripley Road opposite the site. Accordingly, it is reasonable to expect that occasional delivery and servicing activity associated with the dwelling would continue to take place from the roadside, consistent with the established local arrangement.

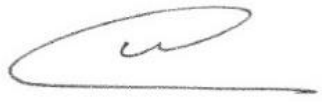
Notwithstanding the above, the access gate has been set back approximately 5.3m from the highway frontage. This provides sufficient depth for a vehicle to reverse into the driveway while the gate is open, allowing the vehicle to stand clear of the frontage footway. This arrangement avoids a vehicle waiting on, or obstructing, the footway while the gate operates and provides an additional safeguard for pedestrians using the frontage footway.

Cycle parking and electric vehicle charging facilities can be provided within the site and, as noted in the Highway Authority's response, these matters can appropriately be secured by planning condition. The applicant is willing to accept suitably worded conditions in this regard.

In summary, the amended submission provides three suitably dimensioned off-street parking spaces, demonstrates by swept path analysis that cars can enter, manoeuvre and exit the site in a forward gear, confirms that the garage can be accessed by a design standard car, and replaces the inward-opening gates with a sliding gate to avoid any conflict with internal vehicle movements. On this basis, it is respectfully considered that the Highway Authority's concerns have been satisfactorily addressed and that there is no residual highway safety reason to defer or resist the application.

I trust the above is helpful, and I would be grateful if the Highway Authority could review the amended details and confirm that the outstanding highway matters have now been resolved.

Yours faithfully,



Matt Cleggett | Director |BEng (Hons) FCILT MCIHT
Vectio Consulting Limited

N

SCALE 1:200 @ A3

Ripley Road

5.3m

5.0m

2.7m

9.9m

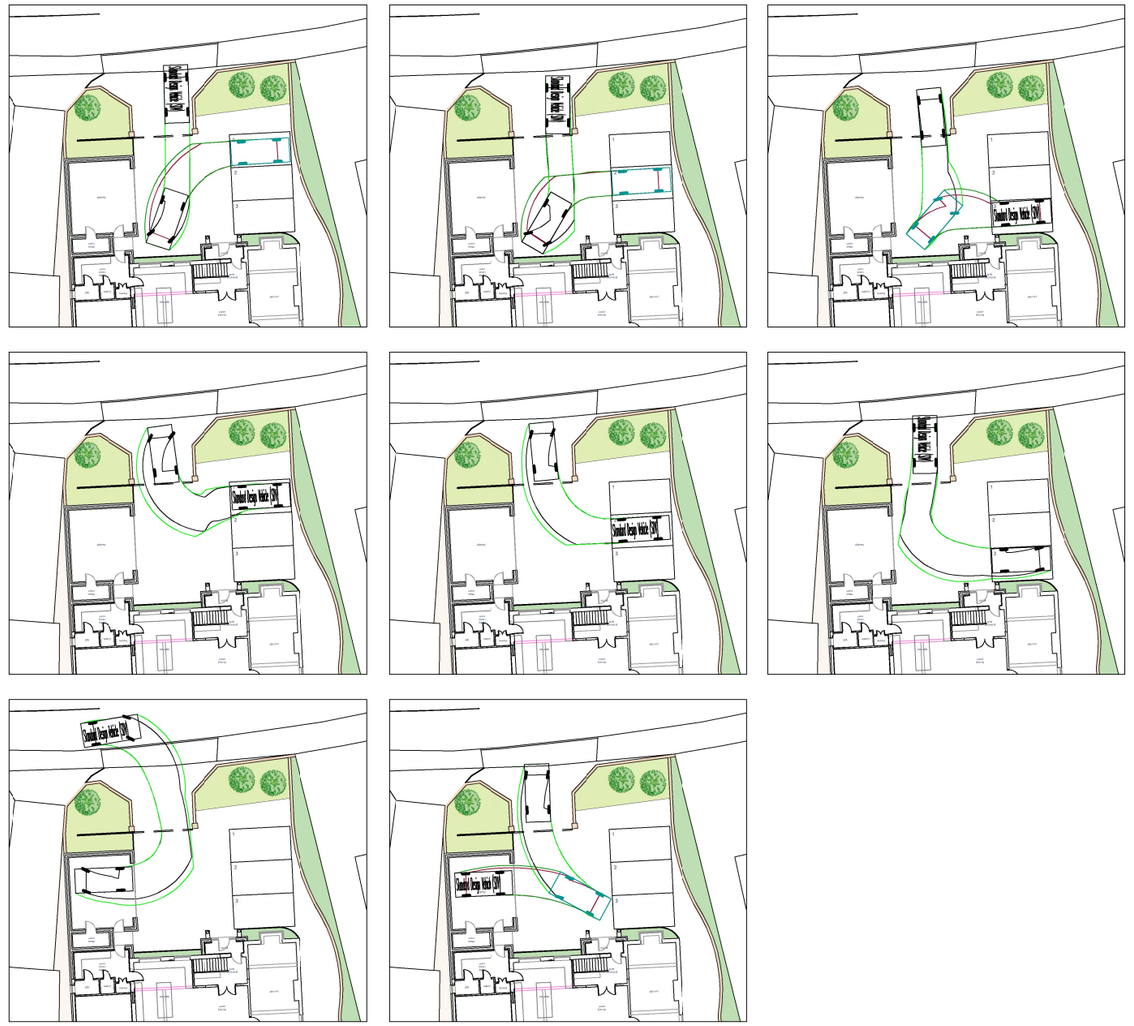
8.0m

6

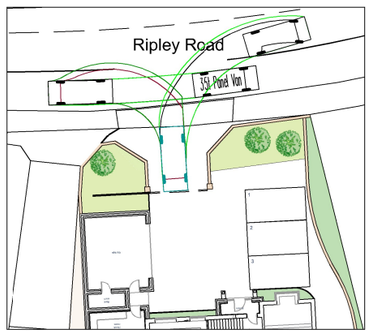
Lawned garden

PROPOSED PARKING AREA TRACKING (1:500@A3)

STANDARD DESIGN VEHICLE



3.5t PANEL VAN



0 10 20 30 40 60 80 100

Scale Bar (1:500)

0 2 4 6 8 10 12 14 16 18 20

Scale Bar (1:200)

Original Sheet Size A3

Revision	Amendment	Approved	Revision Date
-	-	-	-

VEHICLE PROFILES



Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m



3.5t Panel Van

Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.186m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

Vectio Consulting

Drawn	Designed	Approved	Drawing Date
MC	MC	LC	17/06/2026

Project
81 RIPLEY ROAD
PROPOSED RESIDENTIAL DEVELOPMENT

Sheet
VEHICLE TRACKING DRAWING

Project No.	Scale	Drawing No.	Sheet. No.	Revision
VC0731	1:500@A3	SK001	001	-