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/2026/017683
Your ref: AVA/2026/0370
Date: 23 June 2026

Dear Laura Anthony,

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

PROPOSAL: Construction of a detached self-build dwelling

LOCATION: Land Adj 245 Ashbourne Road Turnditch Belper Derbyshire

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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 planning permission should be refused.

Background

This outline planning application, with all matters reserved save for access, proposes the construction of a detached self-build dwelling on land adjacent to 245 Ashbourne Road, Turnditch.

The classified A517 Ashbourne Road is subject to a 30mph speed limit and is street lit in the vicinity of the site. A 1.2m wide footway has recently been provided on the southern side of the A517 in the vicinity of the site.

Traffic Impact

The planning application form states that the existing use of the site is that of a garden.

The site would appear to be associated with No. 245 Ashbourne Road, which is circa 35m to the west of the application site on the southern side of Ashbourne Road. A car was observed to be parked on the site during a recent site visit. There is therefore a concern that the proposed development could lead to the removal of parking provision associated with No. 245.

It is not clear from the submission whether the intention is to retain/provide parking associated with No. 245 Ashbourne Road along with parking associated with the proposed dwelling.

In all the above scenarios, the Local Highway Authority (LHA) considers that the proposed development would be likely to give rise to an increase in traffic flows at the access onto the classified A517 Ashbourne Road. As explained below, such an intensification of use would be detrimental to highway safety.

Site Access

The site is served by an existing access on the southern side of the A517 Ashbourne Road that does not conform to visibility splay standards.

In accordance with current guidance, any new access or development proposal which is likely to increase traffic at an existing access, should provide visibility splays commensurate with 85th percentile approach traffic speeds.

Based on the speed limit adjacent to the site, 47m major road visibility splay distances are required, measured along the nearside carriageway edge in both directions along the A517 from a minor road visibility setback distance of 2.4m.

The applicant has not demonstrated achievable visibility splays over controlled land. However, from a recent site visit and desk top study, the LHA considers that major road visibility splay distances measuring only 10m and 20m to the east and west of the site access, respectively, are achievable from a minor road visibility setback distance of 2.4m.

The above distances are circa 79% and 57% below the required standard, representing significant shortfalls.

The LHA therefore considers that the proposed development will result in the intensification of use of an existing substandard access which would be detrimental to highway safety.

Internal Layout

It is appreciated that this is an outline planning application. However, from the submitted plan (Ref: 146.001) there would appear to be sufficient space within the site to accommodate both parking and manoeuvring for No. 245 Ashbourne Road and the proposed dwelling, together with cycle storage and a bin collection point, dependent on the scale of the proposed dwelling.

Sustainable Travel

The site is located with limited accessibility to services, facilities, and public transport, and offers restricted opportunities to access day-to-day needs by walking, cycling, or public transport. As a result, future occupants would be likely to rely heavily on private car travel. The proposal therefore fails to maximise opportunities for sustainable transport modes and does not represent a suitably accessible location in transport terms, contrary to the objectives of the National Planning Policy Framework (paragraphs 115 and 117).

Conclusion

Based on the above observations, the LHA recommends that planning permission should be refused on the following grounds:

> The proposed development would intensify the use of an existing substandard access onto the classified A517 Ashbourne Road, where site access visibility falls significantly below required standards. The proposed development therefore fails to provide a safe and suitable access for all users, contrary to National Planning Policy Framework paragraph 115 b). The proposed development would therefore give rise to an unacceptable impact on highway safety, causing danger and inconvenience to other road users and adversely affecting the safe and efficient operation of the classified road, which requires planning permission to be refused in accordance with National Planning Policy Framework paragraph 116.
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> The site is located with limited accessibility to services, facilities, and public transport, and offers restricted opportunities to access day-to-day needs by walking, cycling, or public transport. Future occupants would be likely to rely heavily on private car travel. The proposal therefore fails to maximise opportunities for sustainable transport modes and does not represent a suitably accessible location in transport terms, contrary to the objectives of the National Planning Policy Framework paragraphs 115 a) and 117 a).

Notwithstanding the above, the LHA recognises that the final decision on the acceptability of the development rests with the Local Planning Authority (LPA), which must undertake the overall planning balance having regard to all relevant material considerations when determining the planning application. Should the LPA be minded to grant planning permission, the LHA requests that it should be afforded the opportunity to recommend appropriate planning conditions and informatives.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
10 June 2026	**Robert Smith**	**AN**	**23 June 2026**