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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Derbyshire
DE5 3XE

Highway Officer: Robert Smith
Our ref: AVBC/2026/017013/R3
Your ref: AVA/2025/0843
Date: 3 July 2026

Dear Laura Anthony,

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

PROPOSAL: Proposed stable conversion to form 2 no holiday flats

LOCATION: The Granary, Newlands Farm, Newlands Road, Riddings, Alfreton DE55 4ER

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 the submission of additional information.

Background

This planning application seeks permission for the conversion of a stable to form 2 holiday lets.

The Local Highway Authority's (LHA's) most recent observations on this planning application were issued on 11/6/26. Further information has been provided by the applicant, in the form of an email from the applicant's agent dated 24/6/26.

Additional Information Assessment

The 24/6/26 email seeks to justify no reduction in the height of the wall fronting the site, to achieve appropriate visibility splays, by reference to previous planning permission reference AVA/2001/0140. The LHA has no information concerning this

25-year-old permission. However, each application should be considered on its own merits having regard to the current policy framework and design standards and guidance.

Current guidance taken from Manual for Streets (MfS) paragraph 7.6.3 states that drivers need to be able to see obstructions between a driver eye height of 1.05m to 2m to an object height of 0.6m above the carriageway. The Design Manual for Roads and Bridges (DMRB) Design Standard CD109 stipulates that stopping sight distance must be measured between driver eye heights of 1.05m and 2m to an object height of between 0.26m above the carriageway. Both the current standard and advice support the requirement for a reduction in wall height.

Notwithstanding the above, the planning application site location plan does not demonstrate that the land on both sides of the access falls within the applicant's control. Accordingly, the applicant has not demonstrated that adequate visibility is achievable along Newlands Road from the access over land within the applicant's controlled and/or within highway limits.

Trip Generation

The planning history of the site requires that the existing stables shall be used for private/domestic purposes only and that no trade or business shall be carried out therefrom.

The LHA therefore considers that the proposed development will give rise to an increase in the volume of traffic using the site access compared to the established use. This therefore requires consideration of safety issues at the site access.

Access

Access to the site is via an existing shared access off Newlands Road, a classified road which is subject to a 40mph speed limit in the vicinity of the site.

In accordance with current guidance, and based on the speed limit, the site access should therefore have site access visibility splays of 2.4m x 120m in both directions along Newlands Road.

Achievable visibility splays at the site access have not been demonstrated, nor has any evidence been submitted to support a reduction in major road visibility splay lengths. The applicant should therefore undertake speed surveys on the Newlands Road approaches to the site access to demonstrate that appropriate visibility splays, in line with the recorded 85th percentile approach traffic speeds, can be achieved.

Major road visibility splays should be measured along the nearside carriageway edge, projected from a minor road visibility setback distance of 2.4m measured along the centreline of the access from the nearside edge of carriageway.

The visibility splay 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. It must be maintained clear of any object greater than 0.6m in height relative to adjacent nearside carriageway channel level.

An access scheme plan should be submitted to clearly demonstrate visibility splays in line with the above requirements. 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 width of the existing site access is sufficient to allow two vehicles to enter and leave the site simultaneously. Its surface is also adequate, being bound over a length of more than 5m from the carriageway edge.

Internal Layout

The revised site plan (ref: JR601/03/26) addresses previous comments made by the LHA, demonstrating space for vehicles to both park and manoeuvre within the site, together with cycle and bin storage.

Details can be secured by planning condition.

Conclusion

The LHA does not consider that the application as submitted fully addresses the highway impact of the proposed development. Further information is required as set out in the above observations and those issued previously.

The LHA will comment again following receipt of further information.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
25 June 2026	**Robert Smith**	**SD**	**3 July 2026**