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/2026/017536/R1
Your ref: PDR/2026/0020
Date: 9 July 2026

Dear Mrs Grant,

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

**PROPOSAL: Application to determine if prior approval is required for a proposed conversion of ground floor of agricultural building to dwelling house under Class Q**

**LOCATION: Chase Cliffe Farm Crich Road Whatstandwell Matlock Derbyshire DE4 5EQ**

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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 the determination of this application should be deferred pending the submission of additional information.

**Background**

The highway authority's initial observations on this application were issued on 15/6/26. Further information has been submitted by the applicant comprising the following drawings:

332 P 1.05 – Access as Proposed

332 P 1.06 – Proposed Visibility Splays

332 P 2.04 – Long Section

0001 Rev P01 – Vehicle Tracking Layouts – Sheet 1 of 2

0002 Rev P01 – Vehicle Tracking Layouts – Sheet 2 of 2

**Assessment**

**332 P 1.05 – Access as Proposed**

The submitted site access and site layout details satisfactorily address the requirements stated in the highway authority's 15/6/26 observations.

**332 P 1.06 – Proposed Visibility Splays**

The proposed visibility splays drawing shows 2.4m x 59m and 2.4m x 116m visibility splays along Crich Road to the west and east of the site access, respectively.

The major road visibility splay distances are appropriate, in accordance with the requirements set out in the highway authority's 15/6/26 observations.

The visibility splay to the west of the site access is correctly constructed. However, the visibility splay to the east of the site access is incorrectly constructed. The splay to the east of the site access should be projected to the northern carriageway edge tangent on Crich Road. That splay would be achieved by lowering the boundary wall to the east of the site access. However, incorrectly drawing that splay results in the length of wall which would need to be lowered being too short. An amended visibility splay detail is therefore required to show the correct splay detail and the correct length of wall to be lowered.

The splay to the east of the site access should be achieved by ensuring that the boundary wall to the east of the site access is lowered to a height of no more than 0.6m above adjacent carriageway level. The note on the drawing should be amended to confirm that specific requirement.

**332 P 2.04 – Long Section**

The long section detail shows that the site access will have a gradient of 7.5% over the first 10m into the site from the highway boundary, which is acceptable.

**0001 Rev P01 and 0002 Rev P01 – Vehicle Tracking Layouts**

The vehicle tracking layout drawings satisfactorily demonstrate that cars and delivery vans can enter, turn within, and leave the site in forward gear.

**Conclusion**

Having regard to the above, the highway authority recommends that this application should not be determined until the applicant has submitted further details which satisfactorily address the visibility splay issues identified above.

The highway authority will comment again following the receipt of further information.

SD; DCC TDM; 9/7/26.