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/2026/018394
Your ref: PDR/2026/0029
Date: 26 August 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 change of use and conversion of an existing agricultural building to form a dwellinghouse

LOCATION: Acres Farm 15 Belper Road Kilburn Belper Derbyshire DE56 0LR

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 planning application should be deferred pending submission of additional information.

Background

This application seeks to determine whether prior approval is required for the proposed change of use, conversion, and extension of an existing agricultural building to form a 3-bedroom dwelling at Acres Farm, 15 Belper Road, Kilburn.

Access would be taken via the existing farmyard access onto the classified A609 Belper Road, which is subject to a 40mph speed limit in the vicinity of the site. No changes are proposed to the existing site access to accommodate the proposed development.

Location Plan

The submitted site location plan shows only the planning application “red line” site boundary. No information is provided, in the form of a “blue line” boundary, to

confirm whether the applicant owns or controls land around the site and its access. Clarification is required.

Traffic Impacts

The highway authority considers that the proposed development would not give rise to an unacceptable impact on highway safety or a severe residual impact on the transport network beyond the immediate site access.

The applicant's Planning Statement (PS) confirms that the existing building is used for the storage of farm machinery and agricultural implements associated with the farming operations at Acres Farm. PS paragraph 4.21 states that "The site is regularly accessed by a range of agricultural vehicles, including tractors, 4x4 vehicles with trailers and normal cars associated with the farming operations on-site. Current vehicle movements range from 7 to 9 trips per day. These agricultural movements would naturally cease following the approval of the proposed development."

The applicant provides no quantitative evidence to confirm the claimed 7 to 9 trips per day or to confirm that such trips are associated solely with the existing agricultural building, which is the subject of this application, rather than with agricultural activities associated with the land and uses around the application site. The stated existing use of the building is for storage of farm and agricultural implements, and the existing elevations confirm limited means of access into the building, which suggests limited utility for storage and a low intensity of use. Agricultural storage activities are likely to be seasonal, sporadic, and of relatively low volume. Some trips associated with the building would be linked to other agricultural uses around the site and would not therefore use the site access onto the A609. The highway authority does not therefore accept the claimed level of traffic generation associated with the existing building.

The site access would continue to serve the existing farmhouse, farmyard, and land around the site. Such uses would not cease if the building were converted. Without alternative access arrangements for the agricultural land having been demonstrated, use of the existing site access for agricultural purposes would be likely to continue following implementation of the proposed development. There would appear to be no means of preventing this by enforceable planning condition. There would therefore be no material reduction in traffic flows at the site access associated with such uses following conversion of the building.

PS paragraph 4.22 states that "… a single dwellinghouse would range from 6 to 8 trips per day. Given the site's sustainable location, the proposed dwelling would be expected to generate fewer vehicular movements." The applicant provides no quantitative evidence to support this statement. In any event, such trip rates apply to residential development sites found mostly within established urban/residential areas. Such locations are generally more sustainable than the current application site so no discount in trip rates would therefore apply.

As confirmed by PS paragraph 2.1, the site is in the countryside between Belper and Kilburn where the following conditions, for example, apply: Kilburn junior school and Belper school and sixth form centre are both circa 1.5km walk distance from the site,

discouraging walking as a mode for trips to school; shops/town centre facilities are beyond reasonable walk distance (0.8km) from the site; other facilities, such as significant employment, health, major retail, and leisure, are beyond reasonable walk distance from the site; footway widths on the southern side of the A609 are below the normal minimum, which would discourage walking; whilst Belper and Kilburn are within cycling distance of the site, local topography discourages frequent cycling; and, although bus stops are located on the A609 within reasonable walking distance of the site (400m) bus stop infrastructure is of poor quality, with no shelters and no safe pedestrian crossing facilities over the A609, discouraging use of public transport.

Having regard to the above, the highway authority considers that the proposed development would be likely to generate up to around 8 two-way trips per day, throughout the year. A greater proportion of the residential trips would be likely to take place during highway peak periods, compared to off-peak agricultural traffic movements, which would give rise to a greater degree of conflict with traffic on the A609.

PS paragraph 4.23 states that “The proposed development of a three bedroom dwellinghouse would therefore not result in an intensification of use beyond the current use of the site, at the very least it would have a neutral impact.” Having regard to the above analyses, the highway authority does not accept this conclusion and considers that the proposed development would be likely to give rise to an increase in the level of traffic using the existing site access and an increase in conflicts between site traffic and traffic flows on the A609. It is therefore necessary to consider existing conditions at the access and the need for improvements to mitigate the impacts arising from the additional development-generated traffic.

Site Access Visibility

The applicant has provided no assessment of visibility splays along the A609 on both sides of the site access or towards vehicles waiting to turn right into the site from the A609.

The normal major road visibility splay requirement for a road subject to a 40mph speed limit is 120m. An initial desk top assessment indicates that 2.4m x 120m visibility splays cannot be achieved along the A609 from the site access given the constraints of the planning application site boundary and boundary features (wall and buildings) on both sides of the site access.

A 120m forward visibility distance cannot be achieved between vehicles travelling eastbound on the A609 and vehicles waiting to turn right into the site.

The highway authority notes the presence of the bend on the A609 to the west of the site which may reduce traffic speeds. The highway authority therefore recommends that the applicant should undertake traffic speed surveys on the A609 approaches to the site access to determine existing dry weather 85th percentile traffic speeds for use in calculating the actual visibility splay requirements at the site access.

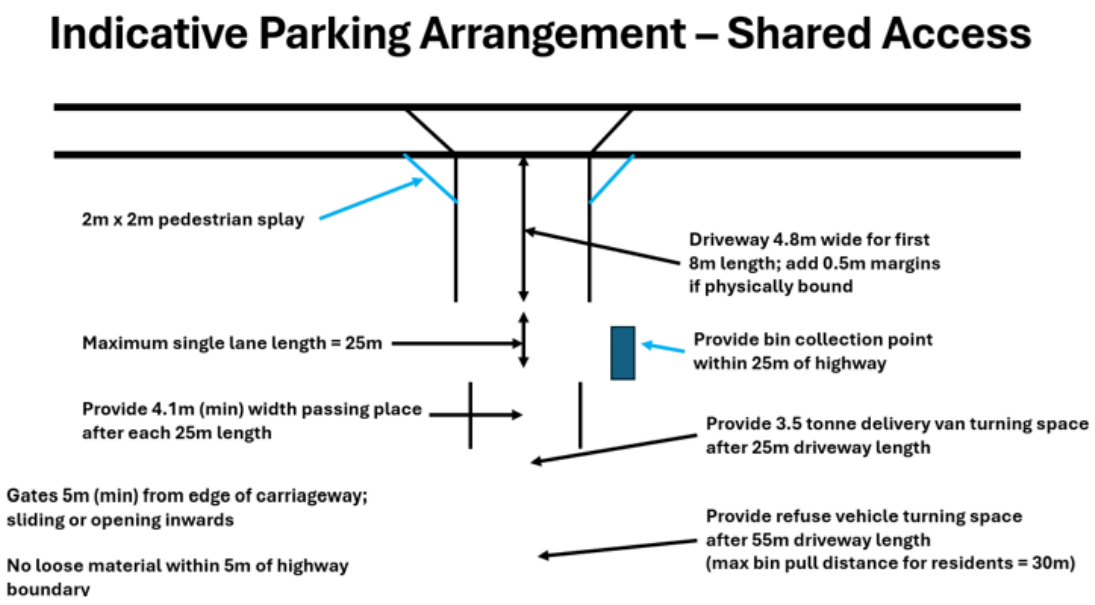
The applicant should then provide a plan, on appropriate base mapping, showing existing available site access and forward visibility splays to determine whether such

splays comply with the required standards. If not, the applicant should, if possible, come forward with improvements which ensure that adequate site access and forward visibility is achieved at the site access over land within the applicant's ownership/control and/or within the public highway.

Site Access Geometry

The site access would continue to serve the existing farmhouse, the farmyard to the east of the site, and agricultural land which currently takes access via the site and the farmyard to the east. The site access should therefore take the form of a shared private driveway.

The existing site access does not comply with the PSP guidance for shared private driveways. The applicant should submit a plan showing a site access layout which complies with the details shown on the following sketch:



Given the bend on the site access between the A609 and the application site, the applicant should provide site access details, supported by swept path plots, which confirm that two large cars can pass each other without mutual obstruction along the shared driveway.

Car and Cycle Parking and Bin Storage

The site layout plan shows provision of 2 car parking spaces, which accords with the minimum requirement set out in the highway authority's Parking Guidance for New Developments (PGND).

The site has sufficient space to accommodate turning movements to allow vehicles to enter, turn within, and leave the site in forward gear.

No cycle parking, electric vehicle charging, or bin storage facilities are shown. Details could be secured by planning condition.

Conclusion

Having regard to the above, 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; 26/8/26.