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: Steve Dudhill
Our ref: AVBC/2026/018589
Your ref: AVA/2026/0503
Date: 31 August 2026

Dear Ms Graham,

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

PROPOSAL: Creation of vehicle access and parking

LOCATION: 133 BELPER LANE HILLTOP BELPER DE56 2UH

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 this planning application should not be determined pending the submission of further information.

Background

This planning application seeks permission for the provision of a vehicular access to serve a car parking space located at 133 Belper Lane, Hilltop, Belper.

Belper Lane is an unclassified minor road, subject to a 30mph speed limit in the vicinity of the site.

Assessment

The application seeks permission for a dropped kerb footway crossing to serve a parking space. The parking space is circa 3.5m x 5.1m and therefore complies with the minimum standards set out in the highway authority's Parking Guidance for New Developments (PGND; 2.4m x 4.8m).

As access is taken onto the unclassified road, the highway authority would not insist on provision of turning space within the site.

The driveway lacks provision of 2m x 2m pedestrian visibility splays on both sides of the driveway. Such splays are required adjacent to all new driveways in accordance with paragraph 4.8.1 of the highway authority's Planning, Streets, and Places (PSP) guidance. Obstructions within pedestrian splays should be no higher than 0.6m above adjacent footway level. The stone walls adjacent to the driveway would obstruct pedestrian visibility, contrary to pedestrian safety.

The submitted block plan indicates that the driveway would be constructed in a semi-permeable resin finish. However, the photograph submitted in support of this application does not show such details, indicating a loose surface which, with the potential for loose material to be carried onto the highway, could be detrimental to highway safety.

Having regard to the above issues, whilst the highway authority would have no in-principle objection to this planning application, it is necessary for the applicant to submit an amended block plan to show appropriate design details following which, if acceptable, the highway authority could recommend appropriate planning conditions.

The revised scheme should incorporate the following details:

1. It should be possible to provide a 2m x 2m pedestrian visibility splay to the west of the driveway parking space within land under the applicant's control. That would require removal of the existing pedestrian gate and lowering of the wall along the site frontage and adjacent to the parking space where it falls within the pedestrian splay and is more than 0.6m in height above the adjacent footway level.

2. To the east of the driveway parking space there is insufficient land within the applicant's control to allow provision of a full 2m x 2m, pedestrian visibility splay. A splay measuring 2m along the eastern edge of the driveway parking space from the back of the footway on Belper Lane by circa 1.2m along the back of footway between the edge of the driveway parking space and the eastern extent of the site would be possible. That would require lowering of the wall along the site frontage and adjacent to the parking space where it falls within the pedestrian splay and is more than 0.6m in height above the adjacent footway level.

Plan and elevation details showing how the above features could be implemented are required.

The dropped kerb footway crossing must be implemented in accordance with the highway authority's specification with design details to be agreed through the Section 184 Agreement process.

Conclusion

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; 31/8/26.