RIDGE

TRANSPORT TECHNICAL NOTE

HORSLEY GOLF CLUB
HORSLEY LODGE ESTATES

SEPTEMBER 2026

RIDGE

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Horsley Lodge Golf Club

Transport Technical Note

Project Number:	T25643	Client:	Horsley Lodge Estates
Date And Issue:	23/09/2026	Prepared By:	MJ
Report Reference:	TN1	Approved By:	JP

1 INTRODUCTION

1.1 Introduction

1.1.1 Ridge and Partners LLP have been commissioned by Horsley Lodge Estate to provide transport advice for the proposed expansion of their driving range at the Horsley Lodge Golf Club.

1.1.2 The proposed development will provide additional driving range bays, hospitality lounge area, VR golf simulator room, putting studio, rooftop putting green, alongside a bar area and related pro shop.

1.1.3 The purpose of this Transport Technical Note (TN) is to address comments raised by Derbyshire County Council (DCC) made in response to a Transport Statement Addendum (TSA) submitted in support of the application (Planning Ref: AVA/2026/0210).

1.2 Planning Context

1.2.1 DCC provided a formal response to the TSA (DCC ref AVA2026/017092/R1) dated 6th August 2026.

1.2.2 The response is summarised below and included in detail at Appendix A.

- Highway Safety – Stated that the PIA data confirms that no accidents have been recorded at the site access, and no accident clusters are observed on the local highway network that could be exacerbated by the flows generated by the proposed development.
- Site Access Visibility – Requested amendments to be made to the visibility splays including replanting of vegetation within visibility splays and extension of visibility splays lengths.
- Sustainable Travel – Opinion unchanged and is for consideration of the LPA, albeit DCC acknowledge the several sustainability measures are proposed in the TSA that could be conditioned as part of any subsequent approval.
- Public Rights of Way – Rejected the Public Right of Way (PRoW) diversion proposals and suggested an alternative route.

- Traffic Generation and Impact – Accepted the traffic generation but maintain that the proposed development will give rise to a material increase in traffic flows at the site access and therefore there is a need to ensure appropriate visibility to accommodate them.

- Car Parking Demand – Accepted that the proposed development would be unlikely to create any overspill parking demand onto the local highway network and are therefore satisfied that the development will not give rise to an unacceptable impact on highway safety from that perspective.

1.2.3 As can be seen, the two outstanding matters that require further consideration at this stage are the PRoW diversion, as well as adjustments to the visibility splays assessment. This TN responds to both matters.

2 PUBLIC RIGHT OF WAY

2.1.1 DCC suggested an alternative route within their response. Specifically, they stated:

"*A more appropriate footpath diversion could adopt the following routes: from footpath 12 and 13 where they enter the northern part of the Site (Area A), along a route to the north of car park 4; along the grass area to the east of car park 4 and between car parks 3/4 and 2; along the western face of the proposed driving range with the landscaping and pedestrian/vehicular access arrangements amended to suite; along the eastern side of the access to car park 1, with the access to car park 1 modified to suite; between car park 1 and the existing route of footpath 12 where it enters the site to the south of the driving range (area C). with the existing fence and/or woodland modified to suite.*"

2.1.2 Following review, a revised footpath diversion has been incorporated into the proposed site layout. This largely follows the route outlined by DCC including a continuous width of 2.0m for much of the route around the car parks.

2.1.3 To the south of the driving range, a short section of white lining measuring 1.5m width has been proposed in order to maintain suitable access into the private residence to the south and allowing overrun for manoeuvring vehicles in the car park, if required. This would transition into the segregated 2.0m provision via a dropped kerb.

2.1.4 To the south of the access into the driving range building there is a very brief pinch point of 1.2m, however this would still be enough to allow for pedestrians to navigate in single file.

2.1.5 As Footpath 13 (FP13) enters the trees to the south of the driving range, PRoW users do not appear to currently use the route shown in the definitive map given the presence of trees and the driving range netting. Instead, they appear to cut through the trees further south, emerging out near the private drive where the fence/netting boundary commences. As such, we proposed to formalise this route and divert the alignment shown in the definitive map, further south.

2.1.6 These proposals were subsequently shared with the DCC PRoW team via email, who provided the following comments:

"*In principle, the proposed diversion of FP13 looks agreeable. They need to ensure that in the north section, that the section circled below connects to the existing legal line of FP12. As you can see, it currently connects slightly to the south than is showing in their proposed diversion, so they may need to extend the diversion to this section of the definitive line of FP12 so that the definitive line is either the walked or a proposed route on the ground.*"

2.1.7 The email correspondence is included at Appendix B.

2.1.8 The proposed diversion route has now been extended to connect to the definitive map route further west to ensure that both FP12 and FP13 do not meet within the car park. This extension also ensures full legibility of PRoW users between the definitive map route and the diverted route.

2.1.9 DCC also stated within their response, the following:

"*Again, for the south section, it appears that the proposed route is to be corrected to the trodden route through the woodlands to the existing definitive line. Providing the path is available as a suitable 2m width and surface, this is to be commended as a correction to the path line, as the Definitive line of the path will then be true and correct to the waked line across the property and will rectify the current obstructions.*"

2.1.10 It can be confirmed that the diversion of FP13 to the south through the wooded area will be formalised via a 2.0m surfaced connection to the definitive line to the existing trodden path.

2.1.11 The revised PRoW diversion has been incorporated into the site layout and is included at Appendix C.

2.1.12 Once confirmation is provided by DCC that the proposed diversion is acceptable, a formal diversion order will be submitted to DCC.

3 VISIBILITY SPLAYS

3.1.1 DCC provided the following comments on the visibility splays:

"*TAS drawing number T25643.001 correctly shows a 2.4m x 160m visibility splay along Smalley Mill Road to the west of the site access. To the east of the access, a 2.4m x 174m splay is shown, which does not satisfy the DMRB requirement.*"

3.1.2 We maintain that the use of the MfS visibility splay calculator remains appropriate given it uses the DMRB reaction time and deceleration rate values for speeds above 37mph (60kph). This provides a bespoke visibility splay as opposed to applying the broad values within DMRB CD 109.

3.1.3 Nevertheless, we have added a 215m visibility splay to the east to demonstrate that this is achievable. This is shown in Drawing T25643.001 Rev A.

3.1.4 DCC provided an additional comment on the visibility splays as follows:

"*Drawing number T25463.001 includes a note stating that the visibility splay to the west of the site access is provided by means of "regular vegetation trimming to maintain hedge below 0.6m". The highway authority's preference is for vegetation to be cleared from within visibility envelops to ensure that visibility splays are always clear of obstruction without reliance on the need for future maintenance. New planting should be located no closer than 1m from the visibility splay envelope to allow for future growth.*"

3.1.5 Internal discussions have been held with the applicant and development planning team regarding the removal of the hedge and tree to the west of the access. The applicant is willing to replant the hedge within the site (offset from the visibility splay envelope by 1.0m). However, the tree is proposed to remain to minimise tree loss.

3.1.6 These proposals were put to DCC who stated that they are likely to be acceptable, as shown at Appendix B.

3.1.7 Similarly, a small section of hedge up to the field gate access is proposed to be replanted 1.0m into the site to the east of the site access.

3.1.8 A note and a 1.0m offset of the proposed new hedge line has been added to Drawing T25643.001 Rev A to allow for DCC to condition upon any subsequent approval.

4 SUMMARY AND CONCLUSION

4.1 Summary

4.1.1 Ridge and Partners LLP have been commissioned by Horsley Lodge Estate to provide transport advice for the proposed expansion of their driving range at the Horsley Lodge Golf Club.

4.1.2 The purpose of this Transport Technical Note (TN) is to address comments raised by DCC made in response to a Transport Statement Addendum (TSA) submitted in support of the application (Planning Ref: AVA/2026/0210).

4.1.3 Following review of DCC's comments and suggested PRoW diversion route, a new route has been proposed which broadly aligns with that requested by DCC and incorporated into the proposed site layout.

4.1.4 All vegetation that impedes on the visibility splays will be offset 1.0m to ensure growth does not impede on them, as requested by DCC, along with the addition of a 215m visibility splay to the east, which is achievable.

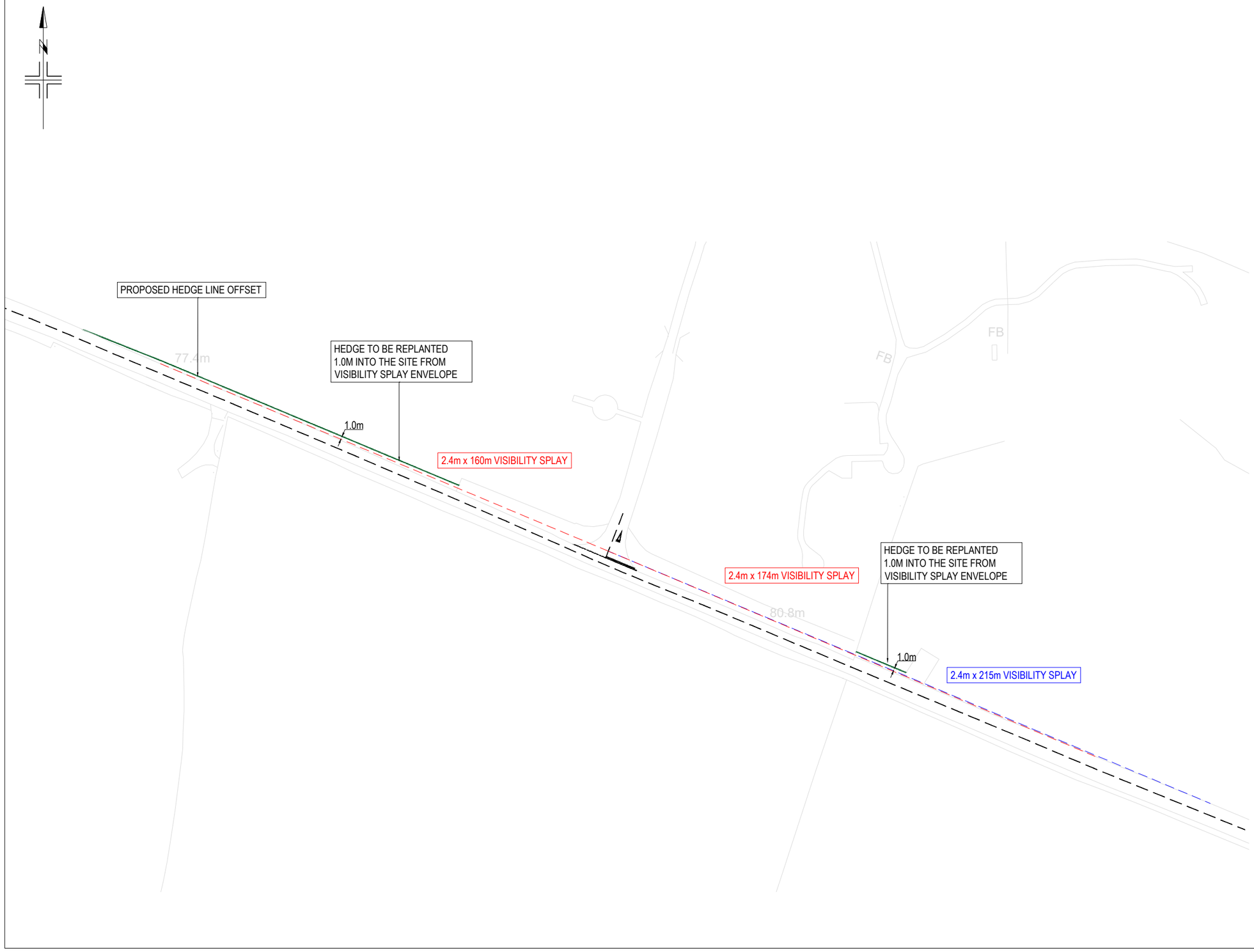
4.2 Conclusion

4.2.1 The National Planning Policy Framework (NPPF) section TR7: Assessing transport impacts, paragraph 4 states:

4.2.2 "*Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.*"

4.2.3 This technical note has demonstrated the proposed development can deliver safe and suitable access for both vehicle users and non-motorised users and will therefore not have an unacceptable impact on highway safety.

DRAWINGS



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
A	UPDATED FOLLOWING DCC COMMENTS	17.09.26	MJ	JP

RIDGE

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T : 0121 454 5530

CLIENT
HORSELEY LODGE ESTATES

PROJECT
HORSELEY LODGE GOLF CLUB

TITLE
SITE ACCESS WITH VISIBILITY SPLAYS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MJ	JP	1:1250	A3	13.07.26

PROJECT NO.	DRAWING NO.	REV
T25643	001	A

APPENDIX A DCC RESPONSE TO TSA

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/2026/017092/R1
Your ref: AVA/2026/0210
Date: 6 August 2026

Dear Ms Cox,

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

PROPOSAL: **Replacement of existing single storey driving range building with golf academy providing 45 driving range bays, 2 double teaching bays, 1 single teaching bay, 20 double hospitality lounges, 5 single hospitality lounges, relocated pro-shop, kitchen, café, bar area and roof terrace & partial relocation and expansion of the existing parking to provide 10 additional car parking spaces & associated landscaping (May potentially be a Departure from Local Plan and may affect Public Rights of Way)**

LOCATION: **HORSLEY LODGE SMALLEY MILL ROAD HORSLEY DE21 5BL**

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

The highway authority's initial observations on this planning application were issued on 13/5/26. The applicant has submitted a Transport Statement Addendum (TAS; dated 23/7/26).

Key Issues

The key issues addressed in the TAS include highway safety, site access visibility, sustainable travel, public rights of way (PRoW), traffic generation and impact, and car parking demand. The highway authority's observations on the TAS, in relation to each of these topics, are set out below.

Highway Safety

The TAS analyses accident data for the most recent 5-year period on the highway network in the vicinity of the site. The data confirms no accidents at the site access. The analysis also confirms no accident clusters on the local highway network that might be exacerbated by the additional traffic flows generated by the proposed development.

Notwithstanding the above, the absence of accidents at the site access does not confirm that the site access would continue to operate safely under the additional traffic flows associated with the proposed development.

Site Access Visibility

TAS paragraph 4.2.3 confirms that recorded 85th percentile traffic speeds on Smalley Mill Road in the vicinity of the site access were 53mph westbound and 50.5mph eastbound. TAS paragraphs 4.2.5 and 4.2.6 correctly adjust the recorded speeds to dry weather equivalents, given the presence of rain during the survey period, which are 55.5mph westbound and 53mph eastbound.

TAS paragraphs 4.2.4 and 4.2.6 determine major road visibility splay requirements along Smalley Mill Road by reference to the calculation methodology in Manual for Streets (MfS). However, MfS paragraph 10.1.3 confirms that the MFS methodology applies only for 85th percentile traffic speeds of up to 37mph. In this instance, with speeds at or more than 53mph and given the rural nature of Smalley Mill Road, use of the MfS methodology is not appropriate. In such circumstances, the major road visibility splay requirements should be determined using the methodology in Design Manual for Roads and Bridges (DMRB) Design Standards CD109 and CD123.

In accordance with the DMRB the eastbound 85th percentile traffic speed (53mph) indicates a design speed of 85kph, requiring a major road visibility splay distance of 160m. The westbound 85th percentile traffic speed (55.5mph) indicates a design speed of 100kph, requiring a major road visibility splay distance of 215m.

TAS drawing number T25643.001 correctly shows a 2.4m x 160m visibility splay along Smalley Mill Road to the west of the site access. To the east of the access, a 2.4m x 174m splay is shown, which does not satisfy the DMRB requirement.

The land ownership plans presented in TAS Appendix D appear to confirm that the requisite visibility splays can be achieved over land which is owned by the applicant and/or within the highway.

Drawing number T25463.001 includes a note stating that the visibility splay to the west of the site access is provided by means of "regular vegetation trimming to maintain hedge below 0.6m". The highway authority's preference is for vegetation to be cleared from within visibility splay envelopes to ensure that visibility splays are

always clear of obstruction without reliance on the need for future maintenance. New planting should be located no closer than 1m from the visibility splay envelope to allow for future growth.

Having regard to the above, the applicant should submit a revised visibility splay drawing to show appropriate visibility splays with vegetation relocated outside the splay envelopes. The plan should show the splays on suitable survey base mapping to allow the impacts of the splays on site boundary features to be identified.

The applicant should also submit an amended site location plan which shows the necessary visibility splays and planting proposals within the planning application "red line" boundary.

Sustainable Travel

The highway authority's summary on accessibility and sustainable travel, set out in its 13/5/26 observations, is as follows:

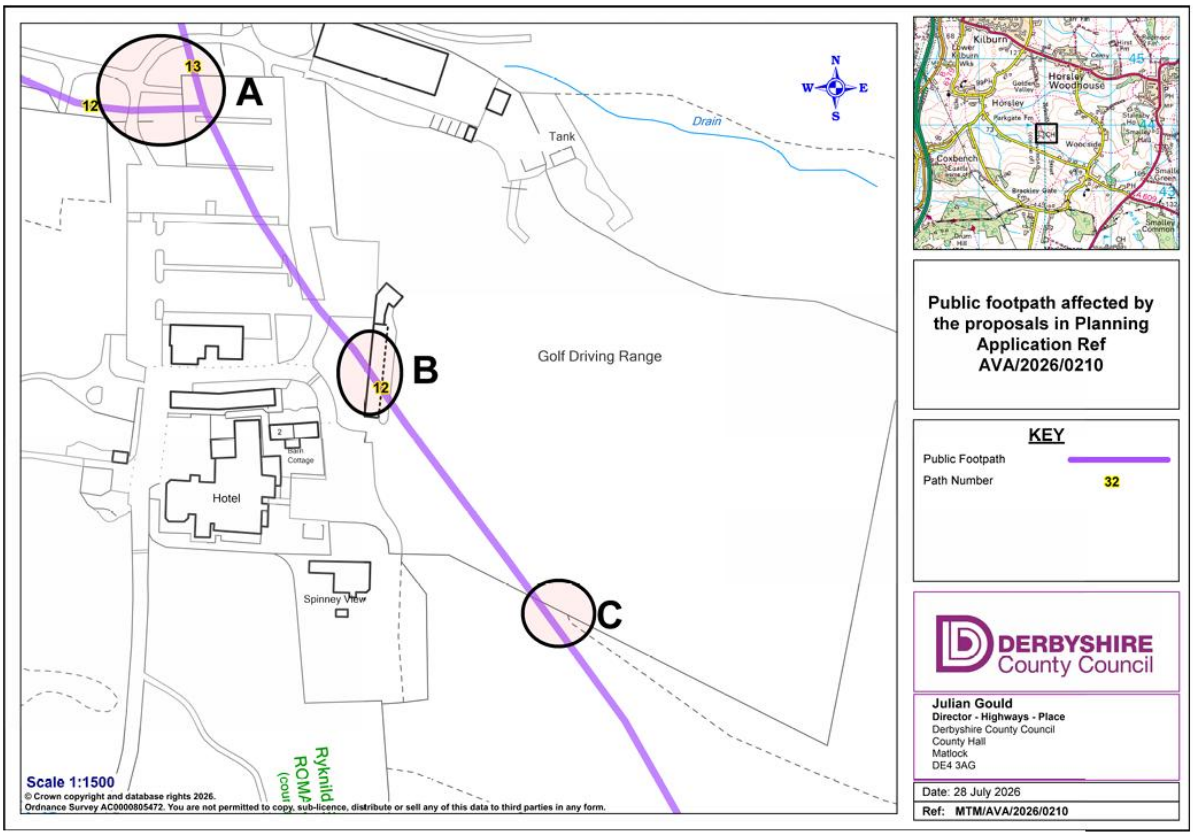
> "The proposed development has limited access to residential catchments and offers significantly restricted opportunities for access on foot, by cycle, and by public transport. As a result, future staff and users would rely heavily on private car travel. The highway authority therefore considers that the proposed development is not sustainably located and that the scheme fails to satisfy the objectives of the NPPF, particularly as set out in NPPF paragraphs 109, 110, 115 and 117."

TAS paragraph 4.3.3 confirms that "there are limited opportunities for sustainable transport use given the rural nature of the site." TAS paragraph 5.1.6 confirms that the car is the most likely method of travel for a site having the characteristics of the proposed development. The highway authority's conclusion therefore remains as stated, for consideration by the Local Planning Authority (LPA) when determining this planning application.

Notwithstanding the above, the measures referred to in TAS paragraph 4.3.5 and proposed in TAS paragraph 4.3.6 could be secured by planning conditions or obligations should the LPA be minded to grant planning permission.

Public Rights of Way (PRoW)

A copy extract from the definitive map, showing the legal lines of Horsley public footpaths 12 and 13, is presented below.



The definitive map provides conclusive legal proof of the existence of footpaths 12 and 13 where they cross the site. People have a legal right to pass along those paths on foot.

TAS paragraph 4.4.3 states that “we do not agree that the footpath is already “obstructed” and do not agree that the proposed development would limit the use of the PRoW further”. This statement confuses the availability of the ways on the ground with the legal right of the public to pass on foot along the legal definitive lines of the footpaths, as shown the above map extract. The TAS is not therefore legally correct. Nor is it factually correct, as the proposed development would further obstruct the footpaths.

The paths are currently obstructed by the car parking areas to the north of the hotel and driving range, the existing driving range, and the fence which bounds the driving range field (the applicant’s Design and Access Statement (DAS) confirms that the “… existing driving range field is … enclosed by a high perimeter boundary fence …”). Safe passage for pedestrians across that length of footpath 12 which crosses the driving range field could not be assured even if it were physically passable.

The proposed development substantially increases the “footprint” of the driving range facility, when compared to the existing facility. The applicant also proposes landscape planting to the north of the pedestrian access to the proposed driving range. Both features would increase the extent to which the line of footpath 12 is obstructed.

The definitive legal lines of the paths must be available and unobstructed and, to accommodate the proposed development and avoid the risk of enforcement action

by the County Council, the applicant must come forward with an appropriate proposal for the safe and convenient diversion of both footpaths 12 and 13, which can be delivered by means of an application for a footpath diversion order under Section 257 of the Town and Country Planning Act 1991. Without such a diversion, the County Council would object to the proposed development.

Any footpath diversion must take account of where the path is currently informally diverted, so that the diversion rectifies the path lines between the points where they deviate from the definitive lines, approximately within areas A and C on the above definitive map extract. It must also take account of the impacts of the proposed development.

TAS Figure 3 makes some initial proposals for the diversion of the footpaths, upon which TAS paragraph 4.4.8 invites the highway authority's comments. The scheme shown on TAS Figure 3 is not acceptable for the following reasons:

1. The diversion does not tie-in to the definitive lines of footpaths 12 and 13 to the north and north-west of the car parking areas (area A on the earlier definitive map extract).

2. The scheme locates the footpaths where free and safe passage of pedestrians would be obstructed i.e. by parked cars and car movements within car parks 3 and 4.

3. The scheme routes pedestrians along access roads between the hotel and proposed driving range.

4. The scheme routes pedestrians along the aisle of car park 1 to the south of the proposed driving range.

5. The scheme does not have regard to the layout of the proposed development where it affects car park 1 to the east of the hotel buildings.

6. The scheme may not consider any obstruction by the fence and/or woodland along the southern side of the driving range field.

7. The diversion does not tie-in to the definitive line of footpath 12 to the south of the driving range field (area C on the earlier definitive map extract).

A more appropriate footpath diversion could adopt the following routes: from footpaths 12 and 13 where they enter the northern part of the site (area A), along a route to the north of car park 4; along the grass areas to the east of car park 4 and between car parks 3/4 and 2; along the western face of the proposed driving range, with the landscaping and pedestrian/vehicular access arrangements amended to suit; along the eastern side of the access to car park 1, with the access to car park 1 modified to suit; between car park 1 and the existing route of footpath 12 where it enters the site to the south of the driving range (area C), with the existing fence and/or woodland modified to suit.

Public safety must always be paramount. The path width should be 2m as standard, to allow for safe passing, and should be clearly demarcated. Fencing of the diverted path should be considered where appropriate. A green corridor should be provided for the diverted path in accordance with guidance in the Rights of way circular (1/09)

- GOV.UK. Paragraph 7.8 of the circular is particularly important, as follows: “7.8 In considering potential revisions to an existing right of way that are necessary to accommodate the planned development, but which are acceptable to the public, any alternative alignment should avoid the use of estate roads for the purpose wherever possible and preference should be given to the use of made up estate paths through landscaped or open space areas away from vehicular traffic.”

Measures such as those suggested in TAS paragraph 4.4.5 could be secured by means of a planning condition but would need to be reviewed once an appropriate footpath diversion route has been identified.

The applicant should come forward with a detailed plan which shows appropriate footpath diversion proposals, which have regard to the above issues, for further consideration by the highway authority prior to the applicant making an application for the necessary footpath diversion order.

The footpath diversion would likely fall over land which is outside the current planning application “red line” boundary shown on the submitted site location plan. It is also likely to affect the details shown on the current proposed site layout plan, which will require amendment of that plan. Once an appropriate footpath diversion scheme has been identified, it will be necessary for the applicant to submit amended site location and site layout plans to reflect the diversion scheme proposals.

Only following the above can the highway authority consider recommending planning conditions to require a footpath diversion scheme and associated signage/marking proposals to be brought forward for approval prior to development commencement.

Traffic Generation and Impact

The TAS presents a further assessment of development traffic impacts, based on a review of TRICS Database data, which shows similar midweek trip rates and slightly higher weekend trip rates compared to those presented in the previously submitted assessment.

The weekday and weekend peak development traffic flows presented in TAS Table 3 represent gross figures, with no allowance for linked trips between the proposed driving range and the established uses on the site and no “netting off” of traffic flows associated with the existing driving range. Notwithstanding this, the gross weekday peak development traffic flows do not occur in the normal weekday morning and evening peak periods and do not give rise to the need for detailed assessment of traffic impacts in off-site locations. Likewise, the weekend peak development traffic flows do not occur in highway peak periods and, although higher than on weekdays, when allowances for linked trips, netting-off, and directional distribution of traffic flows on the local highway network are considered, also do not give rise to the need for detailed assessment of traffic impacts in off-site locations.

The proposed development is likely to give rise to a material increase in traffic flows at the site access, reinforcing the need to ensure that the site access has appropriate visibility splays to accommodate and mitigate such impacts.

Car Parking Demand

The applicant has undertaken surveys of traffic flows on the site access on days which are likely to represent peak levels of activity over the whole site (i.e. existing hotel (with events), restaurant, golf course, and driving range), as summarised in TAS paragraph 5.2.4. Car parking accumulations have been estimated using the resulting traffic flow data in conjunction with the traffic generation estimates for the proposed driving range. The maximum estimated car parking demand was 216 cars on a Saturday.

The proposed development includes an increase in car parking provision to 220 spaces. The TAS therefore indicates that the proposed development is likely to have sufficient car parking provision to accommodate likely peak demands.

Given the above, and the distance between the on-site car parks and Smalley Mill Road, the highway authority accepts that the proposed development would be unlikely to give rise to any overspill of car parking demands into on-street locations. The highway authority is therefore satisfied that the car parking demands associated with the proposed development will not give rise to an unacceptable impact on highway safety.

Notwithstanding the above, the increased traffic flows and car parking demands associated with the proposed development, particularly the likelihood of more frequent use of car park 4 and the proposal to increase car parking provision in car park 2, will have adverse impacts on pedestrian use of footpaths 12 and 13. This emphasises the need for the applicant to come forward with appropriate proposals for the safe and convenient diversion of footpaths 12 and 13, as discussed earlier in these observations.

Conclusion

Having regard to the above, the highway authority recommends that this planning application should not be determined until the applicant has submitted further information which satisfactorily resolves the above issues.

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

SD; DCC TDM; 6/8/26.

APPENDIX B DCC EMAIL DIALOGUE

Matt Johnson

From: Stephen Dudhill (Place) <Stephen.Dudhill@derbyshire.gov.uk>
Sent: 09 September 2026 12:32
To: Matt Johnson
Subject: RE: Horsley Lodge, Smalley Mill Road, Horsley (Planning Ref: AVA/20260210)

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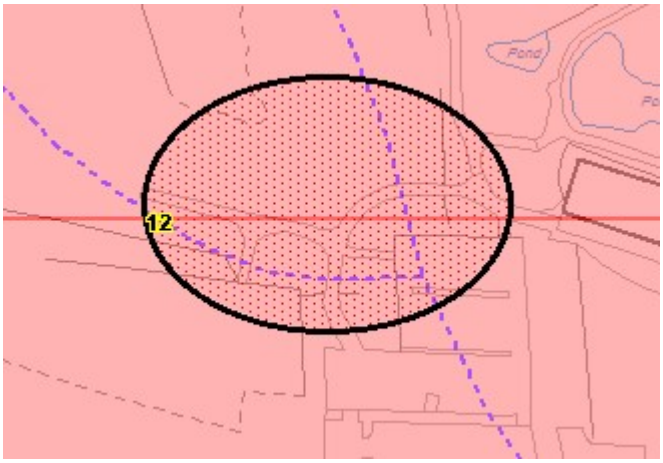
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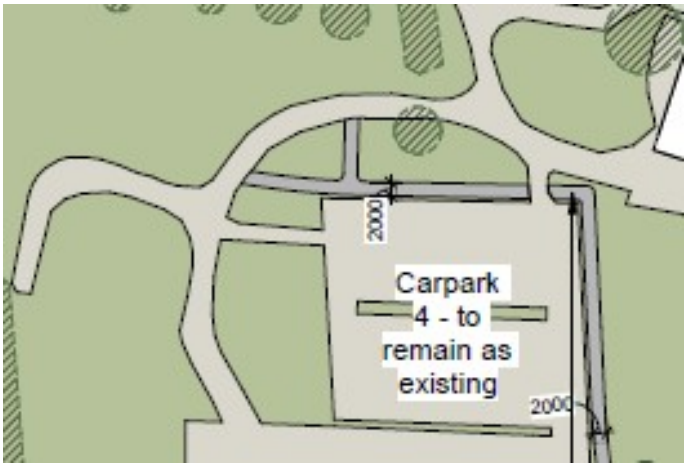
Good afternoon Matt,

Yes, I received an email yesterday afternoon. To expedite matters, the relevant content is copied below.

“In principle, the proposed diversion of FP 13 looks agreeable.

They need to ensure that in the north section, that the section circled below connects to the existing legal line of FP 12. As you can see, it currently connects slightly to the south than is showing in their proposed diversion, so they may need to extend the diversion to this section of the definitive line of FP 12 so that the definitive line is either the walked or a proposed route on the ground.





The proposed route round the car park appears agreeable with a 2m width, it allows for public safety. A 1.2 m pinch point (as mentioned) is allowable if necessary.

Again for the south section, it appears that the proposed route is to be corrected to the trodden route through the woodlands to the existing definitive line. Providing the path is available as a suitable 2m width and surface, this is to be commended as a correction to the path line, as the Definitive line of the path will then be true and correct to the walked line across the property and will rectify the current obstructions.”

I trust the above is sufficient for you to make progress in developing the footpath diversion scheme details.

Your proposed visibility splay improvements, which understandably retain the mature tree, are likely to be acceptable.

I will consider the details when the highway authority is consulted on your revised proposals.

Regards

Steve Dudhill BSc (Hons), PGDip, MSc, FCIHT, MCILT, AFHEA | Senior Transport Planner (Consultant)
Transport Development Management | Place | Derbyshire County Council
County Hall, Matlock, Derbyshire, DE4 3AG
Tel: 01629 537170

CONTROLLED

From: Matt Johnson <mattjohnson@ridge.co.uk>
Sent: 09 September 2026 12:24
To: Stephen Dudhill (Place) <Stephen.Dudhill@derbyshire.gov.uk>
Cc: James Parker <jparker@ridge.co.uk>
Subject: RE: Horsley Lodge, Smalley Mill Road, Horsley (Planning Ref: AVA/20260210)

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Hi Steve,

Just wondering if you have had any feedback from the PRoW team yet?

Kind regards,

Matt Johnson | Senior Transport Planner

RIDGE
Practical Brilliance

mattjohnson@ridge.co.uk
Ridge and Partners LLP



The information contained within this email is intended for the named recipient only and may contain confidential information. If you are not the intended recipient please inform the sender immediately and delete this message, taking no action to copy or distribute its contents in part or as a whole.

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From: Stephen Dudhill (Place) <Stephen.Dudhill@derbyshire.gov.uk>
Sent: 01 September 2026 09:38

To: Matt Johnson <mattjohnson@ridge.co.uk>
Subject: RE: Horsley Lodge, Smalley Mill Road, Horsley (Planning Ref: AVA/20260210)

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Good morning Matt,

I'm awaiting feedback from my colleague in the Rights of Way team but understand that she is away until 7/9/26.

I will respond when I have that feedback.

Regards

Steve Dudhill BSc (Hons), PGDip, MSc, FCIHT, MCILT, AFHEA | Senior Transport Planner (Consultant)
Transport Development Management | Place | Derbyshire County Council
County Hall, Matlock, Derbyshire, DE4 3AG
Tel: 01629 537170

CONTROLLED

From: Matt Johnson <mattjohnson@ridge.co.uk>
Sent: 01 September 2026 09:30
To: Stephen Dudhill (Place) <Stephen.Dudhill@derbyshire.gov.uk>
Cc: James Parker <jparker@ridge.co.uk>
Subject: FW: Horsley Lodge, Smalley Mill Road, Horsley (Planning Ref: AVA/20260210)

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Morning Steve,

Just wondering if you have managed to take a look at the information presented in my email below/attached?

Kind regards,

Matt Johnson | Senior Transport Planner

RIDGE
Practical Brilliance

mattjohnson@ridge.co.uk
Ridge and Partners LLP



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From: Matt Johnson
Sent: 21 August 2026 14:20
To: 'stephen.dudhill@derbyshire.gov.uk' <stephen.dudhill@derbyshire.gov.uk>
Cc: James Parker <jparker@ridge.co.uk>
Subject: Horsley Lodge, Smalley Mill Road, Horsley (Planning Ref: AVA/20260210)

Good afternoon, Steve,

We are getting in touch regarding planning application ref: AVA/2026/0210 for which we are the transport consultants on.

Firstly, thankyou for your response attached (AVBC/2026/017092/R1) on our Transport Statement Addendum (TSA) (Dated: 24/07/2026). We have a couple of points that we would like to run past you before we provide our final submission. These relate to the site access visibility splays and the Public Right of Way (PRoW) diversion. All other matters raised on the original Transport Statement Rev A (TS) (Dated: 09/01/2026) are assumed to have been addressed within the TSA based on your comments.

Visibility Splays

DCC Comment – "*Drawing number T25463.001 includes a note stating that the visibility splay to the west of the site access is provided by means of "regular vegetation trimming to maintain hedge below 0.6m". The highway authority's preference is for vegetation to be cleared from within visibility splay envelopes to ensure that visibility splays are always clear of obstruction without reliance on the need for future maintenance. New planting should be located no closer than 1m from the visibility splay envelope to allow for future growth*."

Ridge Response – We have held internal discussions with the applicant regarding the removal of the hedge and tree to the west of the access. The applicant is willing to replant the hedge within the site (offset from the visibility splay envelope by 1.0m). However, the tree to the west is proposed to remain to minimise tree loss and satisfy arboriculture obligations. The extent of hedgerow to be replanted is highlighted in the image below. We would propose to add a note onto the existing visibility splay drawing on the existing mapping with the extent of hedgerow to be replanted for the purpose of conditioning. For clarity, we will extend the visibility splay to the east to demonstrate the 215m can be achieved, as requested.



As assessed within the TSA, the proposed development trip generation was based on standalone driving range sites and not those included as part of a golf club (due to the lack of these sites within the database). This presented an overly robust set of forecast traffic which will be much lower in reality given the purpose of the development is to increase the offering to existing members and provide a complimentary use to the golf club. There is therefore going to be a large proportion of linked trips associated with the development, many of which exist and would have been recorded as part of the traffic surveys.

On that basis, we do not consider that the proposed development will create a significant intensification of the access and will operate largely as it currently does. As the PIA data has shown, there is no historical highway safety issue regarding the current arrangement of the junction and would remain safe to accommodate the future development, especially when considering the linked trip element.

Public Right of Way

DCC Comment – "*A more appropriate footpath diversion could adopt the following routes: from footpath 12 and 13 where they enter the northern part of the Site (area A), along a route to the north of car park 4; along the grass area to the east of car park 4 and between car parks 3/4 and 2; along the western face of the proposed driving with the landscaping and pedestrian/vehicular access arrangements amended to suite; along the eastern side of the access to car park 1, with the access to car park 1 modified to suit; between car park 1 and the existing route of footpath 12 where it enters the site to the south of the driving range (area C), with the existing fence and/or woodland modified to suite.*"

Ridge Response – Following this comment, a revised footpath diversion has been incorporated into the proposed site layout (attached). As can be seen, this largely follows the route outlined by DCC including a continuous width of 2.0m for much of the route around the car parks.

To the south of the driving range, a short section of white lining measuring 1.5m width has been proposed in order to maintain suitable access into the private residence to the south and allowing overrun for manoeuvring vehicles in the car park, if required. This would transition into the segregated 2.0m provision via a dropped kerb. Just south of the access there is a very brief pinch point of 1.2m, however this would still be enough to allow for pedestrians to navigate in single file.

As can be seen in the image below, users of the PRoW do not appear to currently use the route shown in the definitive map given the presence of trees and the driving range netting. Instead, they appear to cut through the trees further south, emerging out near the private drive where the fence/netting boundary commences. Considering this, we proposed to formalise this route and divert the path to the existing alignment in the definitive map, further south (as shown in the site plan attached).



We'd appreciate your comments on these matters so that we can agree on a suitable way forward prior to final submission. If you think a meeting would be worthwhile to discuss these further, then please let us know.

Kind regards,

Matt Johnson | Senior Transport Planner

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APPENDIX C PROPOSED SITE LAYOUT



Proposed Site Plan
1 : 1000

FOR VISIBILITY SPLAY PROPOSAL - REFER TO DRAWING 4535-11

0 5 10 20 50 Metres
GRAPHIC SCALE 1:1000

Safety Health and Environmental Information A1

The following risks are identified as unusual or unfamiliar to a competent contractor

CONSTRUCTION

DEMOLITION RISKS (FUTURE)

It is assumed that all work will be carried out by a competent contractor working, where appropriate, to an approved method statement

TOTAL NUMBER OF EXISTING CARPARKING SPACES FOR THE EXISTING DRIVING RANGE:
35 SPACES.

TOTAL NUMBER OF PROPOSED CARPARKING SPACES FOR THE PROPOSED DRIVING RANGE:

45 SPACES.

DIFFERENCE BETWEEN EXISTING & PROPOSED = + 10 SPACES

REV	DETAILS	DATE	DRN/CHK
D	Existing Footpath Alterations amended in accordance with Highways Comments	15/09/26	HK/AH
C	Segregated Footpath on Diversion Identified	19/08/26	HK/AH
B	Footpath Diversion Route Added	19/08/26	HK/AH
A	Driving Range Amended to Comments	13/11/25	HK/AH

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mail@bhbarchitects.co.uk
RIBA Chartered Practice

Horsley Lodge Masterplan
Proposed Site Plan
Horsley Lodge Estate
PLANNING

DRAWING NO. 4353 - 10
REV D
DATE Oct '25
DRN HK
CHK AH
SCALE 1 : 1000 @ A1

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