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: Graham Foulkes
Our ref: AVBC/2026/019048
Your ref: PDR/2026/0037
Date: 16 October 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 to convert the agricultural building into a single 1-bedroom dwelling.

LOCATION: Beech Farm Lynam Road Fritchley Belper Derbyshire DE56 2HQ

Derbyshire County Council, the Local Highway Authority (LHA) 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, has no objection subject to recommended planning conditions and informatives being attached to the decision notice if prior approval is granted.

Background

This application seeks to determine whether prior approval is required for the conversion of a redundant agricultural building into a 1-bedroom dwelling at Beech Farm, Lynam Road, Fritchley.

Lynam Road is subject to the National speed limit and is an unclassed minor road, intended for local traffic. Lynam Road is circa 4m wide in the vicinity of the site access, the carriageway widths narrowing to circa 2m to the west and 2.5m to the east.

The site takes access onto Lynam Road via a track which is bound by a wall on its western side and a hedge on its eastern side close to Lynam Road. To the west of the access track is a parallel access track to a separate property. The two tracks are separated by a wall.

The access track serving the site is a restricted local access road, meaning that it is provided only for the start or end of a local journey, not for through traffic.

The access track is on a gradient which falls away from Lynam Road. The access road is approximately 90m long.

Traffic Impact

The LHA considers that the proposed change from the agricultural use to a 1-bedroom dwelling will generate an increase in traffic flows on the site access.

Notwithstanding this, it is not considered that the additional traffic associated with the proposed 1-bedroom dwelling would have an unacceptable impact on highway safety subject to mitigation by appropriate planning conditions as set out below.

Site Access Visibility

Visibility along Lynam Road from the site access is constrained by the hedge to the east and, to a lesser extent, by the wall to the west. The LHA estimates that visibility splays of circa 2.4m x 3.5m and 2.4m x 12m can be achieved to the east and west of the site access, respectively, when projected to the nearside (southern) carriageway edge on Lynam Road. The major road visibility splay distances are commensurate with 85th percentile approach traffic speeds of less than 10mph and just over 10mph, respectively (source: Table 7.1 Manual for Streets). Despite the constrained nature of Lynam Road in the vicinity of the site access, approach traffic speeds are unlikely to be as low as such speeds.

Site access visibility can be improved in the more critical direction by the removal of a length of hedgerow to the east of the site access. Constraints to the west of the site access may preclude projection of the necessary visibility splay to the nearside channel. However, given the limited width of Lynam Road, which can accommodate only one vehicle, the LHA would accept projection of the necessary major road visibility splay distance to the centre line of Lynam Road to the less critical western side of the site access in this instance.

The LHA considers that 85th percentile approach traffic speeds of circa 30mph may be more appropriate along Lynam Road.

Assuming the above traffic speeds, major road visibility splay distances of 43m would be required along Lynam Road on both sides of the site access track.

Improvements to site access visibility can be secured by planning condition.

Site Access Geometry and Specification

The LHA's design guidance requires that the shared driveway access should, in this instance, incorporate the following requirements:

1. An access width which can accommodate two vehicles passing in opposite directions. A width of 4.8m over the first 8m from the highway boundary, with additional 0.5m margins where physically bound, is appropriate

2. Provision of passing places every 25m along the shared driveway. If the access width is improved as in point 1 above, the LHA would accept the provision of a single 4.1m wide 10m long passing place approximately halfway along the site access track.

3. Provision of a highway crossing to LHA specification.

4. Hard paving on the driveway within 5m of the highway boundary to prevent loose material from being carried onto the highway.

The above requirements can be secured by planning condition.

Car and Cycle Parking

The site layout plan shows the provision of 1 car parking space, which is compliant with the LHA's Parking Guidance for New Development (PGND) based on the number of proposed bedrooms.

No cycle parking is proposed. PGND section 4.7 requires secure, covered cycle parking to be provided at or near the front door of the property. 1 cycle parking space is required.

No EV charging points are proposed.

Details of the above can be secured by planning condition.

Bin Storage and Collection

No bin storage or collection points are proposed. Street View images show a bin located in the hedge within 25m of Lynam Road. PGND requires that separate bin storage areas should be provided which do not conflict with access and parking arrangements within 25m of adoptable highway.

Details can be secured by condition.

Conclusion

The LHA would have no objection to this application subject to the following recommended planning conditions and informatives being attached to the decision notice if prior approval is granted.

Planning Conditions

1. The development hereby permitted shall not be occupied until the on-site access and driveway/parking/turning areas are provided in accordance with the scheme illustrated on drawing number 0926/2624A, save for any amendments required by the following planning conditions. The driveway/parking/turning areas shall not be used for any purpose other than parking/turning/loading/unloading of vehicles and shall remain free of obstruction to their intended purpose for the life of the development.

REASON: In the interest of highway safety.

2. Notwithstanding the submitted drawings, the development hereby permitted shall not commence until a scheme of access improvements onto Lynam Road has first been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be occupied until the approved access improvement scheme has been implemented to the satisfaction of the Local Planning Authority. The site access scheme shall include, but not be restricted to, the following features:

a) An access having a paved width of 4.8m over the first 8m measured from the highway boundary, with additional 0.5m wide margins if physically bound.

b) A passing place 4.1m wide and 10m long circa halfway along the site access track.

c) A visibility splay measuring 43m to the east of the access along Lynam Road, projected to the nearside carriageway edge at the splay extremity from a setback distance of 2.4m measured along the centreline of the access from the nearside edge of the carriageway.

d) A visibility splay measuring 43m to the west of the site access along Lynam Road, projected to the centre line of Lynam Road from a setback distance of 2.4m measured along the centreline of the access from the nearside edge of the carriageway.

e) Hedgerows/vegetation and other obstructions affected by the visibility splays shall be removed and replanted no closer than 1m from the visibility splay envelopes.

f) Visibility splays shall thereafter be permanently kept free of all obstructions over 0.6m in height above adjacent carriageway level.

REASON: In the interests of highway safety.

3. The development hereby permitted shall not be occupied until a hard surfaced highway crossing to serve the driveway from Lynam Road has been constructed in accordance with the highway authority's specification and made available for use.

REASON: In the interest of highway safety.

4. The development hereby permitted shall not be occupied until the driveway is surfaced in a bound material, along the full width of the driveway for a minimum length of 5m within the site measured from the highway boundary, in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. This area of driveway shall be maintained in the bound material for the life of the development.

REASON: In the interest of highway safety.

5. No part of the development hereby permitted shall commence until details for the provision of secure, covered cycle parking, secure cycle equipment storage, electric vehicle charging, and bin storage and collection facilities have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation of the development hereby permitted and shall be maintained for their designated purpose for the life of the development.

REASON: In the interest of highway safety and furthering travel by sustainable modes.

Informatives

Planning permission does not convey consent to work on or adjacent to the public highway.

Prior to any works commencing on site, including demolition works, the developer must obtain the highway authority's consent.

The developer must obtain a license under Section 184 of the Highways Act 1980 before commencing any works on the highway.

Details are available at: www.derbyshire.gov.uk/transport-roads/roads-traffic/licences-enforcements/vehicular-access/vehicle-accesses-crossovers-and-dropped-kerbs.aspx or email highways.hub@derbyshire.gov.uk.

The deposit of mud or other items, and/or the discharge of water, onto the public highway are offences under Sections 149 and 151, Highways Act 1980. The applicant, any contractors, and the owner/occupier of the land must therefore ensure that nothing is deposited on the highway, nor that any soil or refuse etc is washed onto the highway, from the site. Failure to prevent this may force the highway authority to take both practical and legal action (which may include prosecution) against the applicant/contractors/owner or occupier of the land.

Yours sincerely,

Graham Foulkes
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
22 September 2026	**Graham Foulkes**	**SD**	**16 October 2026**