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: Jenny Rhodes
Our ref: AVBC/2026/018154/R2
Your ref: AVA/2026/0443
Date: 19 October 2026

Dear Ms Anthony,

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

PROPOSAL: Erection of one self-build dwelling with accommodation within the roof space, associated access, parking and landscaping. (may affect the character of the conservation area)

LOCATION: Town Head Farm The Green Idridgehay Belper Derbyshire DE56 2SJ

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, recommends that determination of this planning application should be deferred pending the submission of further information.

Background

This planning application seeks permission for the construction of a single dwelling. The applicant proposes widening of the access to the existing dwelling to provide a separate access to the proposed dwelling.

The LHA's previous comments on this application were issued on 28/7/26 and 10/9/26.

Various amended plans were posted on the LPA's web portal on 5/10/26 with another set of amended plans posted on 14/10/26. Each set of amended plans made

alterations to the design of the dwelling. On each set of amended plans the internal site layout and access appear the same as previously proposed.

For the avoidance of doubt the following comments relate to the plans submitted on the LPA's planning portal on 14/10/26.

Assessment

The revised drawings show bound material on the driveways for a minimum length of 5m within the site measured from the highway boundary, and that a hard surfaced verge crossing will be provided across the full width of the accesses in accordance with the highway authority's specification. Details of such measures can be secured by planning condition.

The revised drawings also demonstrate the retention of the parking and turning facilities associated with the existing dwelling and the proposed parking and turning facilities for the proposed dwelling. Both meet the guidelines within the LHA's Parking Guidance for New Developments.

The submitted access plan includes a note stating that surface water from the driveway is to be managed within the site to prevent surface water discharge onto the public highway. No details are provided but can be secured by planning condition.

The submitted drawings do not correctly detail the site access visibility splays.

The LHA's 10/9/26 observations stated: '*properly constructed visibility splays will have an impact on site boundary features. The highway authority therefore considers that further details should be provided to show the correct visibility splay details, both in the interest of highway safety and so that the Local Planning Authority can be properly informed of the impact of the scheme on the site frontage.*

Based on observed approach traffic speeds of up to 15mph, the highway authority considers that the applicant controls sufficient land to provide properly constructed visibility splays, measuring 2.4m x 19m, on both sides of the site accesses.

The 19m major road visibility splays should be projected to the nearside edge of carriageway on both sides of the site accesses along The Green from points located 2.4m back from the carriageway edge on the driveway centre lines for each of the existing and proposed accesses. The resulting visibility splay envelopes must be clear of obstruction above 0.6m above adjacent carriageway level. Any replacement planting should be located no closer than 1m from the visibility splay envelopes to allow for future growth.'

The visibility splays shown on site block plan (Ref 26-801 P04 B) are not drawn to the nearside carriageway edge. The visibility splay to the north-west is drawn to the verge on the southern side of the carriageway and the visibility splay to the south-east is projected into the carriageway. The major road visibility splay lines should be projected to the nearside (northern) carriageway edge.

The 2.4m minor road visibility setback distance also appears not to be drawn correctly as it appears to fall substantially within the carriageway. The 2.4m distance

must be measured from the northern carriageway edge into the site along the centre line of each of the existing and proposed driveway accesses.

A site access plan showing properly constructed visibility splays is required before the highway authority can confirm that the proposed development would not give rise to an unacceptable impact on highway safety.

Public Rights of Way (PRoW) and Sustainable Travel

The highway authority's observations on PRoW and sustainable travel issues remain as set out in the 28/7/26 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 details which satisfactorily address the above issues.

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

Yours sincerely,

Jenny Rhodes
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
5 October 2026	Jenny Rhodes	SD	19 October 2026