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/R3
Your ref: AVA/2026/0443
Date: 30 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, 10/9/26, and 19/10/26.

The applicant has submitted a revised block plan showing amended visibility splays (ref: 26-801 P11).

Site Layout

The revised drawing shows 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 LHA's specification. Details of such measures can be secured by planning condition.

The revised drawing also demonstrates 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 revised block 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.

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 revised site block plan shows amended visibility splay details. No visibility splay is shown to the north-west of the site accesses. The visibility splays shown to the south-east of the site accesses are incorrectly drawn.

The visibility splays to the south-east of the site accesses are incorrectly projected into the carriageway, rather than to the nearside carriageway edge. The major road visibility splay lines to the south-east of the site accesses should be projected to the nearside (northern) carriageway edge.

The applicant argues that no visibility splay is required to the north-west of the site accesses because the road to the north-west of the site is an unadopted private access track serving one dwelling. Having regard to this, the LHA considers that traffic speeds and volumes on the track will be low, and that most vehicles using the track would be likely to slow to give way at the junction between the track and The Green. In this instance, the LHA would therefore be willing to waive the requirement

for a site access visibility splay to be projected along the track to the north-west of the site accesses.

However, the LHA notes that the track carries Idridgehay and Alton public footpath 17, which also leads to Idridgehay and Alton public footpath 18. To ensure the safety of pedestrians using the footpaths, the LHA considers that a 2m x 2m pedestrian visibility splay should be provided to the north-west of the western site access to provide intervisibility between pedestrians using the track and vehicles using the site access.

The site access plan should be amended to show properly constructed site access visibility splays to the south-east of the site accesses and a pedestrian splay to the north-west of the western site access to allow the LHA to confirm that the proposed development would not give rise to an unacceptable impact on highway and pedestrian safety.

Forward Visibility

A direct line of sight is shown to the south of the proposed and existing accesses to demonstrate the achievable visibility towards northbound vehicles on The Green. It is projected to a point within the carriageway and indicates a forward visibility distance of 15m.

In line with Table 7.1 of Manual for Streets, a 15m stopping sight distance is consistent with an 85th percentile approach traffic speed of circa 13mph. Given that this is only 2mph less than observed traffic approach speeds and that traffic flows are relatively low at this location, the visibility sightline to the south of the site is considered acceptable.

Public Rights of Way (PRoW) and Sustainable Travel

The LHA'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 LHA recommends that this planning application should not be determined until the applicant has submitted further details which satisfactorily address the above issues.

The LHA will comment again following receipt of further information.

Yours sincerely,

Jenny Rhodes
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
26 October 2026	Jenny Rhodes	SD	30 October 2026