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/R4
Your ref: AVA/2026/0443
Date: 4 November 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, has no objection subject to recommended planning conditions and informatives being attached to the decision notice if planning permission is granted.

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, 19/10/26, and 30/10/26.

The applicant submitted a revised block plan showing amended visibility splays (ref: 26-801 P11 Rev A) by email to the Local Planning Authority (LPA). The LPA forwarded the email to the highway authority on 2/11/26.

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 in 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 previous observations have established that a 2.4m x 19m visibility splay is required to the south-east of the accesses. This is shown correctly on the revised block plan over land within the highway and/or under the applicant's control. The land within the splays should be kept clear of all obstructions over 0.6m in height above the nearside carriageway level. This can be controlled by planning condition.

The access road to the north-west of the site is an unadopted private access track serving one dwelling. Having regard to this, the LHA consider 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.

Whilst a pedestrian intervisibility splay is shown on the revised block plan, it is drawn incorrectly. However, the splay can be accommodated within land under the control of the applicant. As such the provision of the pedestrian intervisibility splay can be secured by planning condition.

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 approach traffic 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)

The LHA's observations on PRoW issues remain as set out in its 28/7/26 observations. Appropriate informatives are recommended to draw the applicant's attention to the need to protect the PRoW.

Sustainable Travel

The LHA's observations on sustainable travel issues remain as set out in its 28/7/26 observations, save for the need to amend the references in the analysis of sustainable travel issues to refer to policies TR3 and TR4 in the current version of the National Planning Policy Framework.

The LHA does not consider that the site is sustainably located. Notwithstanding this, the LHA recognises that the final decision on the acceptability of the development rests with the LPA, which must undertake the overall planning balance having regard to all relevant material considerations.

Conclusion

Having regard to the above, the highway authority would have no objection to this planning application subject to the following recommended planning conditions and informatives being attached to the decision notice if planning permission is granted.

Planning Conditions

The development hereby permitted shall not be occupied until the access and parking facilities have been provided as shown on drawing number 26-801 P11 Rev A. Such facilities shall be maintained free of obstruction to their intended purpose for the life of the development.

Reason: To ensure conformity with submitted details.

The development hereby permitted shall not be occupied until a hard surfaced footway/verge crossing to serve the driveways from The Green has been constructed in accordance with the highway authority's specification and made available for use.

Reason: In the interest of highway safety.

Prior to the first occupation of the development hereby permitted visibility splays of 2.4m x 19m, projected to the nearside carriageway edge, shall be provided to the south-east of both accesses. Once constructed, such splays shall be maintained free of obstruction above a height of 0.6m above adjacent carriageway channel level for the life of the development.

Reason: In the interest of highway safety.

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.

The development hereby permitted shall not be occupied until a 2m x 2m pedestrian visibility splay has been provided on the north-western side of the access to the new dwelling. This splay shall thereafter be permanently kept free of all obstructions to visibility over 0.6m in height above adjacent footway level.

Reason: To ensure motorists have clear and unrestricted views of approaching pedestrians when pulling out onto the adopted highway, in the interest of highway safety.

The development hereby permitted shall not be occupied until the access driveway/parking/turning areas are constructed with provision to prevent the unregulated discharge of surface water to the public highway in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. Such provision shall be maintained for the life of the development.

Reason: To ensure that surface water from the site is not deposited on the public highway causing danger to road users.

No part of the development hereby permitted shall commence until details for the provision of secure, covered cycle storage and electric vehicle charging 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.

The development hereby permitted shall not be occupied until the bin storage facilities have been provided as shown on drawing number 26-801 P11 Rev A. Such facilities shall be maintained free of obstruction to their intended purpose for the life of the development.

Reason: To ensure conformity with submitted details.

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.

Idridgehay and Alton Footpath Nos. 17 and 18 run adjacent to the site. Consideration should be given to the safety of the public using the paths. Private rights must not derogate the rights of the public to use the paths. The following general guidance is advised:

- The footpaths must remain open, unobstructed and on their legal alignments.
- There should be no disturbance to the path surfaces without prior authorisation from the County Council's PRoW team.
- Any changes to the path surfaces must be agreed by the County Council's PRoW team.
- Any access considered would be required to not obstruct the PRoWs and not open onto the paths.
- Consideration should be given to the safety of members of the public using the paths during and after the works. A temporary closure of paths may be permitted on application to the County Council where the paths remain unaffected on completion of the development.
- There should be no encroachment of the paths, and no fencing should be installed without consulting the County Council's PRoW team.

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,

Jenny Rhodes
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
2 November 2026	Jenny Rhodes	SD	2 November 2026