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/2026/018522
Your ref: AVA/2026/0515
Date: 29 October 2026

Dear Ms Anthony,

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

**PROPOSAL: Change of use redundant building to form one dwellinghouse.**

**LOCATION: Buildings and Land Adjacent Estate House Lambhouse Lane Shottle Belper Derbyshire**

---

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 planning permission should be refused.

## Background

This planning application proposes the change of use of a redundant agricultural building to a 3-bedroom dwelling at the Old Estate Yard, Lambhouse Lane, Shottle.

Lambhouse Lane is a classified unnumbered single carriageway road, which is subject to the National speed limit in the vicinity of the site. Lambhouse Lane has no formal pedestrian margins or street lighting in the vicinity of the site.

## Proposed Development

The planning application is supported by a Design and Access Statement (DAS; August 2026) and a Proposed Site and Roof Plan (ref. LA-GS-0001 Rev D).

A new vehicular access is proposed at the southern end of the site frontage to Lambhouse Lane. The existing access immediately to the south of the proposed dwelling would be converted to provide a separate gated pedestrian access.

The site currently has two further accesses i.e. a gated access directly into the building part way along its frontage to Lambhouse Lane and an access at the northern end of the site which serves the land to the north and east of the existing buildings. The proposed development proposes the closure of these two accesses.

The submitted floor plan shows 3 bedrooms, although a snug room at ground floor level is of a size that could be used as a 4th bedroom. The proposed development should therefore be assessed as a 4-bedroom dwelling.

**Traffic Impact**

The existing buildings are redundant. Whilst there is historic, substandard vehicular access to the site the accesses, along with the building, do not appear to have been used for a considerable period. The scale and nature of the existing building is such that it is likely to generate low levels of traffic movement which would be intermittent, seasonal and sporadic. Average daily traffic flows associated with the established use will be low.

A typical dwelling generates some 6 to 8 two-way traffic movements per day throughout the year. The highway authority therefore considers that the proposed development would give rise to an increase in traffic flow to and from the site relative to the established use. Given the lack of facilities available within walking and cycling distance of the site, the highway authority considers that the level of traffic flow generated by the proposed dwelling would be towards the higher end of the above range**.**

Whilst the increase in traffic flow would not give rise to a severe impact on the wider transport network, it is necessary to consider whether the site access arrangements would operate safely so that the proposed development would not give rise to an unacceptable impact on highway safety.

**Site Access Visibility**

In the absence of any visibility splays being shown on the submitted plan, the highway authority has undertaken a desk top assessment of available visibility splays. The highway authority estimates that the available visibility splay to the north of the proposed site access would be circa 2.4m x 14m, constrained by the existing building. That to the south would be circa 2.4m x 43m, constrained by the Estate House to the south of the site.

Neither of the above visibility splays would comply with the normal requirement on a road such as Lambhouse Lane which is subject to the National speed limit.

The available major road visibility splay distance of 14m to the north of the proposed access corresponds to an 85th percentile traffic speed of only circa 12mph. Whilst it may be possible to modify the site access arrangements to improve visibility to the more critical northern side of the proposed site access, the existing constraints mean that it is unlikely that any significant improvement could be achieved.

The highway authority acknowledges that traffic speeds on the Lambhouse Lane approaches to the site are unlikely to be at the National speed limit, given the constrained width and alignment of the Lane. However, the highway authority considers it unlikely that 85th percentile dry weather approach traffic speeds would be as low as 12mph. Site access visibility is therefore likely to be significantly below the required standard in the critical direction to the north of the site access.

In the absence of information to confirm that the levels of available visibility at the proposed site access can satisfy relevant standards, even with improvements, the highway authority considers that the proposed intensification of traffic flows arising from the proposed development in association with use of a substandard access would lead to danger and inconvenience to other highway users. The proposed development would not achieve a safe and suitable access for all users.

The highway authority therefore considers that the proposed development would give rise to an unacceptable impact on highway safety which requires planning permission to be refused in accordance with National Planning Policy Framework (August 2026) policy TR6 paragraph 4.

The proposed pedestrian gate would require residents and visitors to walk along the carriageway between the proposed car park and the pedestrian access in a location where two vehicles might pass in opposite directions along Lambhouse Lane. It could also encourage residents and visitors to park on Lambhouse Lane. Such impacts would be inappropriate in highway safety terms, but the site layout could be amended to omit the proposed pedestrian access and to provide for direct pedestrian access within the site between the car parking area and the proposed dwelling without the need for pedestrians to use the carriageway. That would overcome this highway safety concern.

**Site Access Design and Specification**

Further details which have been omitted from the submitted scheme include:

1. Closure of the northern site access, which would require the access to be modified to form highway verge between the proposed stone wall and edge of carriageway.

2. Works to the edge of Lambhouse Lane adjacent to the new stone walls along the site frontage, requiring carriageway surfacing to highway authority specification.

2. Access to the proposed car parking area, which would require a highway crossing to highway authority specification.

3. The driveway surfacing specification, which should be surfaced in a bound material for a minimum length of 5m within the site measured from the highway boundary.

4. Provision to prevent the unregulated discharge of surface water to the public highway.

**Car and Cycle Parking**

A minimum of 3 parking spaces should be provided within the site in accordance with the requirement stipulated in the highway authority's Parking Guidance for New Developments (PGND). Whilst the site layout plan shows provision of 3 car parking spaces, it is not clear that vehicles could access all 3 spaces conveniently.

Swept path assessments showing how unobstructed access could be achieved to each of the 3 car parking spaces should be submitted.

4 secure, covered, and accessible cycle parking spaces are required in accordance with the PGND. Cycle storage is not shown on the site layout plan.

**Sustainable Travel**

The site is located with limited accessibility to services, facilities, and public transport, and offers restricted opportunities to access day-to-day needs by walking, cycling, or public transport. As a result, future occupants would be likely to rely almost entirely on private car travel. The site is not sustainably located. The proposed development therefore fails to maximise opportunities for use of sustainable transport modes and does not represent a suitably accessible location in transport terms, contrary to the objectives of National Planning Policy Framework policies TR1 paragraphs 1.b and 1.c, TR3 paragraph 1.a, and TR4 paragraph 1.a.

**Conclusion**

Having regard to the above observations, the highway authority recommends that planning permission should be refused on the following grounds:

> The proposed development will increase traffic movements via the proposed access to and from the classified Lambhouse Lane where site access visibility would fall significantly below required standards. The proposed development fails to provide a safe and suitable access for all users and would therefore give rise to an unacceptable impact on highway safety, causing danger and inconvenience to other road users and adversely affecting the safe and efficient operation of the classified Lambhouse Lane, which requires planning permission to be refused in accordance with National Planning Policy Framework policy TR6.
>
> The site is located with limited accessibility to services, facilities, and public transport, and offers restricted opportunities to access day-to-day needs by walking, cycling, or public transport. Future occupants would be likely to rely almost entirely on private car travel. The proposal therefore fails to maximise opportunities for sustainable transport modes and does not represent a suitably accessible location in transport terms, contrary to the objectives of the National Planning Policy Framework policies TR1, TR3, and TR4.

Yours sincerely,

Graham Foulkes
Transport Development Management

| Date Received | Case Officer | Reviewer | Date Issued |
|---|---|---|---|
| 12 August 2026 | Graham Foulkes | SD/AN | 29 October 2026 |