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: Devinda Kumarasinghe
Our ref: AVBC/2026/018876/R1
Your ref: AVA/2026/0567
Date: 9 November 2026

Dear Mrs Godson,

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

PROPOSAL: Refurbishment of original dwelling, demolition of adjacent building and maggot farm. Construction of three new dwellings

LOCATION: MILL TACKLE 84 MANSFIELD ROAD HEANOR DE75 7AQ

Derbyshire County Council, the Local Highway Authority (LHA) acting in its role as Statutory Consultee, has undertaken a full assessment of this application for permission in principle (PIP). 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 informatives being attached to the decision notice if PIP is granted.

Background

This application seeks PIP for refurbishment of the original dwelling, demolition of the adjacent building and maggot farm, and construction of three new dwellings, providing four dwellings overall.

The scope of PIP is applications limited to the location, land use, and amount of development. Other matters, including detailed access, layout, parking, and servicing arrangements, fall to be considered through the subsequent Technical Details Consent (TDC) application. The LHA has therefore considered whether the identified highway constraints present a fundamental impediment to residential development of the scale proposed.

Accessibility and Connectivity

The site occupies an established predominantly residential urban location, with adjoining footways and bus stops in the immediate vicinity on Mansfield Road. Having regard to its location and the limited scale of development, future occupants would have reasonable opportunities to undertake some journeys by walking, cycling, and public transport. The location is therefore considered acceptable in transport accessibility terms, having regard to National Planning Policy Framework (NPPF) policies TR3 and TR4.

Traffic Impact

NPPF Policy TR6 identifies that planning permission should be refused where the development proposal would have a severe adverse impact on the transport network in terms of capacity and congestion, including cumulative impacts, or an unacceptable impact on highway safety, taking account of proposed mitigation and wider network improvements.

Replacement of the existing retail and commercial activities, served by parking areas accessible from Mansfield Road and Howitt Street, by the proposed residential development is unlikely to give rise to an overall significant change in traffic flow associated with the site. The proposed development is therefore unlikely to give rise to a severe impact on the transport network.

Access, Layout, and Parking

The indicative block plan does not demonstrate satisfactory access, layout, and parking arrangements.

In particular, the proposed Howitt Street access appears to be approximately 2.5m wide, subject to verification, would not accommodate simultaneous opposing vehicle movements, and would not satisfy the LHA's requirements for shared private driveways. Its relationship with pedestrian movements, the proposed buildings, and the rear parking court requires further design development. The parking aisles and manoeuvring areas also appear constrained, and the usability of the proposed parking spaces has not been demonstrated.

The access onto the classified Mansfield Road should have sufficient turning provision to allow vehicles to enter, turn within, and leave the site in forward gear. Provision of such facilities is likely to restrict use of the access onto Mansfield Road to no more than one dwelling.

There appears to be scope to address the above matters by reducing and/or repositioning the proposed new building footprints and revising the plot, access, and parking arrangements while retaining four dwellings overall, although the scale of the proposed dwellings may be limited by the site constraints and the need to provide adequate on-site car parking and manoeuvring space.

The LHA does not consider that the proposed development would give rise to an unacceptable impact on highway safety subject to an appropriate site layout being submitted at TDC stage.

Informatives are therefore recommended to secure submission of appropriate details at TDC stage.

Conclusion

Having regard to the above, the LHA would have no objection to this application subject to the following recommended informatives being attached to the decision notice should PIP be approved.

Informatives

The following recommended informatives should be attached to the decision notice if PIP is granted:

a) The proposed development shall be limited to no more than four dwellings.

b) No more than one dwelling shall take access onto Mansfield Road.

c) The site accesses shall be located to maximise visibility along the major roads from which access is taken, particularly in the critical directions.

d) The access onto Howitt Street shall take the form of a shared private driveway and shall comply with the highway authority's Planning, Streets, and Places (PSP) guidance.

e) The access onto Mansfield Road shall include provision of turning space to allow vehicles to enter, turn within, and leave the site in forward gear.

f) The site accesses shall, where within the highway, take the form of dropped kerb footway crossings to highway authority specification.

g) 2m x 2m pedestrian visibility splays shall be provided within the site on both sides of each of the site accesses.

h) Car and cycle parking provision shall comply with the highway authority's Parking Guidance for New Developments (PGND). Garages are not counted towards the level of parking provision but can accommodate cycle parking subject to design.

i) The accesses should have drainage facilities to prevent the unregulated discharge of surface water onto the highway.

j) The driveways within the site should be hard paved over a distance of at least 5m from the highway boundary.

k) No gates shall be provided at the site accesses.

l) Bin storage and electric vehicle charging facilities shall be shown.

m) A hard paved, shared bin collection point shall be provided on the shared driveway close to, but not obstructing, the site access arrangements.

Yours sincerely,

Devinda Kumarasinghe
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
3 November 2026	D Kumarasinghe	SD	9 November 2026