DERBYSHIRE County Council

Response provided under the delegated authority of the Executive Director for Place

Planning Manager
Amber Valley Borough Council
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RIPLEY
Derbyshire
DE5 3XE

Highway Officer: Steve Dudhill
Our ref: AVBC/2026/019495
Your ref: AVA/2026/0553
Date: 13 November 2026

Dear Ms Cox,

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

PROPOSAL: **Reserved Matters application (appearance, landscaping, layout and scale) pursuant to Outline Planning Permission ref. AVA/2023/0764, granted on appeal (ref. APP/M1005/W/24/3343782), for the erection of up to 177 dwellings, including affordable housing, together with public open space, children's play facilities, landscaping, sustainable drainage systems (SuDS), internal access roads, parking, and associated infrastructure and works. The application also includes discharge of conditions 4 (land levels), 6 (Scheme of Intrusive Investigations), 7 (no build zones), 14 (Bins and Waste Collection arrangements), 20 (Environmental Management Plan) and 21 (Arboricultural Plan). (May affect Public Rights of Way and setting of the Listed Building and Conservation Area)**

LOCATION: **Land West of Chesterfield Road Chesterfield Road Alfreton**

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

Background

This application seeks approval to reserved matters (appearance, landscaping, layout, and scale) pursuant to outline planning permission reference AVA/2023/0764 and relates to a development of up to 177 dwellings on agricultural land to the west

of the classified A61 Chesterfield Road, north of Alfreton. Planning permission was granted at appeal (reference APP/M1005/W/24/3343782).

This application also seeks discharge of planning conditions 4, 6, 7, 14, 20, and 21.

The highway authority's interests in relation to this planning application are principally concerned with the layout of the proposed development and with the application to discharge planning condition 14. The highway authority therefore confines its observations to matters affecting those aspects of this application.

The following observations may have implications for the application to discharge those planning conditions other than condition 14 and should be considered by the applicant in those contexts.

Pre-Application Advice

Pre-application advice was provided to the applicant's agent on 2/7/26 following highway authority attendance at a design workshop on 27/5/26.

Documents

The following drawings, submitted in support of this application, have been considered by the highway authority when preparing these observations.

0008 P01 - Location Plan

ADC-CRA-PL01 Rev A – Proposed Site Layout

ADC-CRA-PA03 - Boundary Treatment Plan

ADC-CRA-PL04 - Proposed Electric Vehicle Charging Layout

ADC-CRA-PA05 - Proposed Parking Provisions Layout

ADC-CRA-PA06 - Proposed Management Areas Layout

ADC-CRA-PA07 - Proposed Fire Appliance Layout

ADC-CRA-PA09 - Proposed Waste Management Plan

5964-002 301 to 305 – Proposed Road Sections

A61 Site Access

Access would be taken directly onto the A61 by means of a signalised junction, incorporating pedestrian and cycle facilities. The scheme would also provide a pedestrian link, over Borough Council-owned land, between the A61 and Hardy Street.

This application does not seek approval to access. An illustrative site access scheme was approved, as shown on drawing number 2995-F09 Rev G referred to in planning condition 3 imposed by the appeal Inspector. Notwithstanding planning condition 3, the layout of the scheme shown on the approved drawing lacks detail, as recognised by planning condition 22, as follows:

> “Notwithstanding the details submitted, the development hereby permitted shall not commence until drawings of the signal-controlled junction on the A61 Chesterfield Road/Site Access and associated connections have been submitted to and approved in writing by the local planning authority. No dwelling shall be occupied until such works have been completed in accordance with the approved details.”

The planning permission is also subject to a Section 106 Agreement which makes provision for funding of a change to the speed limit on the A61, which may have an impact on the site access design.

A new site access design plan is therefore required in accordance with the above planning condition and obligation. The design of the A61 site access is likely to have implications for the on-site access and layout design.

Drawing number 2995-F08 Rev A, which shows the proposed A61 site access arrangement, is amongst the details submitted in support of this application. However, that drawing is not the one referred to in planning condition 3 i.e. drawing number 2995-F09 Rev G.

Outside this planning application, the applicant’s highway consultant has submitted drawing number 5964-002-5001 to the highway authority’s traffic signals engineer. That drawing shows the applicant’s proposed Section 278 Agreement general arrangement details for the A61 site access. In common with the approved drawing, the submitted drawing does not identify the overall scheme footprint and does not have regard to the need for works to accommodate level differences between the localised widened along the A61, required to accommodate the traffic signal scheme, and the site. Such features may have impacts on the layout of the tie-in between the A61 works and the on-site highway layout and greater impacts on boundary features and trees along the western side of the A61 than suggested by the approved drawing. Tie-ins/transitions between the existing A61 and the additional lanes formed on the A61 approaches to the signalised junction must also be properly designed.

The highway authority’s traffic signals engineer is in dialogue with the applicant’s highway consultant to seek to agree the detailed layout of the A61 site access scheme. Until that process is complete, it is not possible to identify the implications of the A61 site access scheme on the on-site layout.

Consequently, it is necessary to defer determination of this application until the design exercise for the A61 site access has been completed, following which the on-site layout in the vicinity of the A61 site access can be accurately determined.

On-Site Highway Layout

Notwithstanding the above, the highway authority sets out below its initial observations on the site layout details submitted in support of this application.

The highway authority’s highway design guidance is contained in its Planning, Streets, and Places (PSP) document. Key design requirements are summarised in PSP sections 4.11, 4.12, 5.4, 5.5, 5.7, 5.8 and in PSP paragraph 4.8.1.

The submitted details shown on drawing number ADC-CRA-PL01 Rev A (Proposed Site Layout) do not comply with PSP guidance. The on-site access arrangements, as submitted, would not therefore be accepted for adoption as public highway.

The site layout should be amended to address the following key requirements:

1. Street trees are required by PSP section 4.11. National Planning Policy Framework (NPPF; August 2026) policy N3 confirms this requirement. PSP para 4.11.4 states that trees should be provided in all streets serving developments of more than 10 dwellings. The requirement for street trees is confirmed in PSP sections 5.4, 5.5, and 5.7, with details showing street trees in adoptable verges. The site layout plan should therefore include provision for street trees in adoptable verges on all streets intended for adoption as public highway.

2. The on-site road layouts should comply with the requirements set out in PSP sections 5.4, 5.5, and 5.7. The initial length of the site access road, at least as far as the second on-site junction, should comply with the requirements for enhanced streets, and should include provision for cyclists, as set out in PSP section 5.5. Elsewhere within the site, the adoptable on-site roads should comply with the requirements for pedestrian prioritised streets as set out in PSP section 5.7. However, consideration should be given to widening some sections of carriageway where there is potential for on-street visitor car parking to take place. Widespread use of a 4.1m wide carriageway over relatively long sections of road is inappropriate (see also point 8 below).

3. Measures should be provided to reduce traffic speeds on the on-site roads. PSP section 5.7.3 requires enhanced streets and pedestrian prioritised streets to be designed to achieve design speeds of no more than 20mph and 15mph, respectively. Junction treatment and variations in carriageway widths, highlighted with different surface materials, should be shown. Straight lengths of road without speed reducing features should be no longer than 40m.

4. Driveway edges should be no closer than 15m to side road junction bell mouth radii. Access to plot 111 is likely to be obstructed by queues on the approach to the A61 site access and that plot should be served by alternative means.

5. Visibility splays, consistent with the relevant design speed, should be shown at internal road junctions, across bends, and for driveway parking spaces where such splays affect adjacent plots. Visibility splays should be clear of obstruction above a height of 0.6m above adjacent carriageway level and should generally be formed by widened footways. The boundary details shown on drawing ADC-CRA-PA03 (Boundary Treatment Plan) should have regard to these requirements.

6. PSP para 4.8.1 requires that 2m x 2m pedestrian visibility splays should be provided on both sides of all new driveways, including both individual and shared driveways. Such splays should be clear of obstruction above a height of 0.6m above adjacent footway level. No such splays are shown on the submitted site layout plan.

7. Relevant to planning condition 14, shared, hard paved bin collection points should be provided on all shared private driveways and should not obstruct access, manoeuvring/turning, or pedestrian visibility splays. The details shown on drawing number ADC-CRA-PA09 (Proposed Waste Management Plan) are not satisfactory. There are several shared driveways with no bin collection points i.e. those driveways serving plots 32 to 41 and 22, plots 151 to 157, and plots 165 to 169. Many of the

proposed bin collection points are not located sufficiently close to the adopted highway. Where bin collection points are located part-way along driveways, residents may be encouraged to put bins out onto the highway at the access to the shared driveways, rather than using the bin collection points, potentially obstructing visibility splays. Additional bin collection points are required to address the above issues.

8. Swept path assessments should be provided to show how large vehicles can be accommodated on bends on the internal road layout and to confirm that proposed junctions and turning heads have adequate turning space. Assessments should be submitted for refuse vehicles and fire appliances. The details shown on drawing number ADC-CRA-PA07 (Proposed Fire Appliance Layout) are not sufficient.

9. Shared private driveways should have turning space sufficient to accommodate 3.5 tonne delivery vans. Swept path plots are required to demonstrate adequate provision.

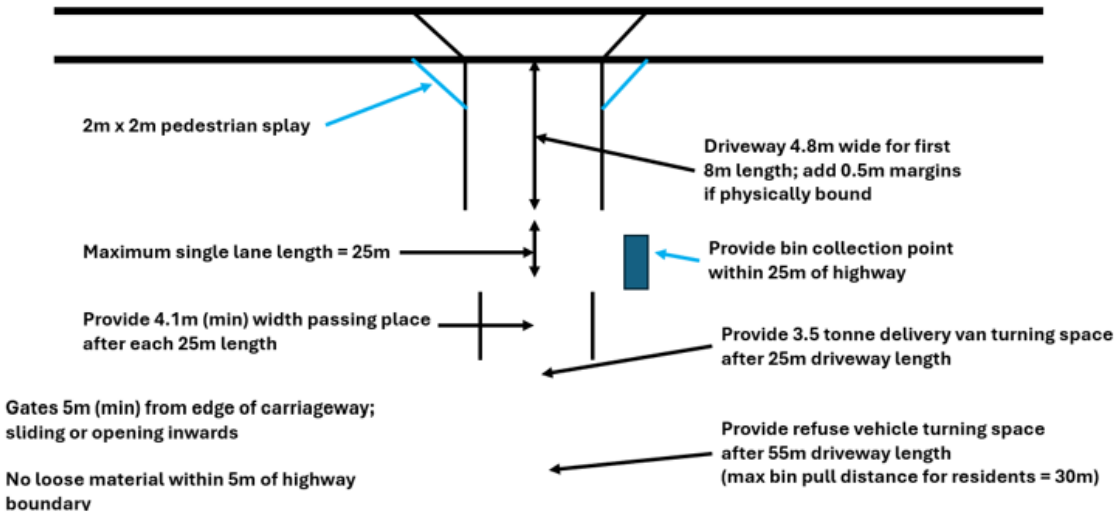
10. Details of dropped kerbs, with tactile paving, should be provided at all pedestrian crossing points.

11. Footways should be 2m wide, including around turning heads and where there are pedestrian desire lines. 1m wide adoptable verges/margins should be provided adjacent to the carriageway where there is no direct frontage access or pedestrian desire line requiring footway provision.

12. Details relating to footway surface materials should be provided, including for footpaths separate from the internal carriageways. Footpaths should be hard surfaced and accessible for people with mobility impairments. On-site footpaths should be capable of shared use by pedestrians and cyclists.

13. Highway gradients should be no more than 1:20 (5%). Drawing numbers 5964-002 301 to 305 (Proposed Road Sections) show several gradients which exceed this parameter. Cross-sectional details should be provided, and the site layout details should show overall highway footprints to include cutting/embankment slopes, if/where required, with verges at the foot and top of slopes. Verges should be 1m wide with side slopes having gradients of no more than 1:3.

14. Shared private driveways should comply with the requirements set out in PSP section 5.8 and as shown on the following diagram. Driveway gradients shall not be steeper than 1:12 to be compliant with PGND paragraph 8.6.5. PSP section 5.8 requires the access to shared driveways and courtyard areas to be no less than 4.1m wide within the first 15m from the carriageway edge to allow two vehicles to enter and leave simultaneously.



15. The road between plots 18 and 22 should be to adoptable standards with an appropriate turning head.

Management Areas

Drawing number ADC-CRA-PA06 (Proposed Management Areas Layout) shows landscaped areas within the management areas. Areas which would not be part of the highway, i.e. shared private driveways, on-site footpaths, access to the pumping station, would not be adopted by the highway authority. Such areas should be shown as being within management company responsibility.

Car and Cycle Parking

No house type details are shown on the documents presented on the Local Planning Authority's web portal. As the highway authority's car and cycle parking standards relate to the numbers of bedrooms within individual dwellings, it is not therefore possible for the highway authority to provide detailed comments on the parking proposals shown on drawing numbers ADC-CRA-PA05 (Proposed Parking Provisions Layout) and ADC-CRA-PL04 (Proposed Electric Vehicle Charging Layout) at this stage.

House type details will be required to allow the highway authority to comment in detail in due course. In the meantime, the following general observations are provided against which the applicant's parking proposals should be assessed and reviewed.

Car and cycle parking requirements are set out in the highway authority's Parking Guidance for New Developments (PGND), with which the proposed development should comply.

Garages are not counted towards levels of parking provision under any circumstance. The PGND requirements should be satisfied by providing an appropriate number of car parking spaces on driveways. Several of the proposed dwellings have garages. It is not possible, without knowledge of the number of bedrooms in those dwellings, to determine whether sufficient driveway car parking is

provided in accordance with the PGND. The applicant should therefore review the scheme against the PGND requirements and amend the layout, where necessary.

PGND permits tandem parking, but limits that to only two car parking spaces per dwelling. Several of the driveways shown on drawing number ADC-CRA-PA05 are overlong and could accommodate more than two cars in tandem. The applicant should review the layout to ensure that no more than two tandem car parking spaces are provided on any individual driveway.

Tandem parking spaces should not be adopted on that section of the site access road between the A61 and the first on-site junction to avoid the possibility of on-street car parking which might otherwise obstruct and reduce the capacity of the main site access. Parking spaces for the dwellings on this section of road should be individually accessible, and the relevant plots should have on-site turning provision to avoid vehicles having to reverse onto the main site access road.

Parking spaces should preferably measure 5.5m x 2.4m, with a minimum length of 4.8m. A minimum length of 6m is required adjacent to garage doors.

The maximum number of adjoining parking spaces in a row (onto back of footway) is limited to 6 spaces. Plots 82 to 85 do not satisfy this requirement.

The applicant should ensure that driveway gradients do not exceed 1:12.

No loose materials should be placed on driveways within 5m of the highway boundary.

Aisles adjacent to perpendicular parking spaces should be no less than 6m wide.

Secure, covered, and accessible cycle parking should be provided at a rate of 1 cycle parking space per bedroom for each dwelling. Cycle parking can be accommodated within garages subject to design and location.

Where garages are not provided, secure, covered cycle parking and secure cycle equipment storage facilities should be provided in storage sheds within each plot. Details are required in relation to the locations of cycle storage and for the design and specification of the cycle storage facilities.

Planning Condition 14 – Bins and Waste Collection

Planning condition 14 is as follows:

> 14) Details to be submitted as part of reserved matters shall include arrangements for the storage of bins and collection of waste. The development shall be carried out in accordance with the agreed details and the facilities retained for the designated purposes at all times thereafter.

The earlier observations on the submitted site layout details identify requirements for bin collection points on shared driveways with which the details shown on drawing number ADC-CRA-PA09 (Proposed Waste Management Plan) do not comply. The requirement for refuse vehicle swept path assessments is also identified. Revised details are required.

The highway authority therefore objects to the discharge of planning condition 14.

Public Rights of Way (PRoW)

The site layout indicates provision of links to Alfreton public footpath 19 to the west of the site. The following general guidance applies.

The PRoW must remain open, unobstructed, and on its full width and legal alignment. There should be no disturbance to the footpath surfaces without prior authorisation from the County Council's PRoW team. Consideration should be given to the safety of members of the public using the footpath during and after the works. A temporary closure of the footpath may be permitted on application to the County Council if the applicant cannot guarantee the safety of pedestrians using the footpath during construction and provided that the footpath remains unaffected on completion of the development. There should be no encroachment of the footpath, and no fencing should be installed without consulting the County Council's PRoW team.

Conclusion

Amended site layout details are required to show highway and parking layouts which accord with the requirements of the highway authority's PSP and PGND.

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

The applicant should review the amended site layout details to ensure compliance with the PSP and PGND requirements prior to submission.

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

SD; DCC TDM; 13/11/26.