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/2026/018944
Your ref: AVA/2026/0573
Date: 11 November 2026

Dear Laura Anthony

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

PROPOSAL: Proposed single storey dwelling to rear

LOCATION: 34 High Street
Riddings
DE55 4BN

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 **has no objection subject to conditions**.

Site access and highway impact

The dwelling would be served via an existing private access road, which already accommodates residential traffic and connects to High Street. The private road forms a loop, providing connections to the public highway at either end. It is not maintained by the Local Highway Authority, and no alterations to its junctions with the public highway are proposed.

The access road is narrow, with pedestrians and vehicles sharing the available space, and visibility at the junction adjacent to No. 34 is constrained by adjoining buildings. These are existing characteristics of an access already serving residential properties.

There is sufficient space within the private access area for vehicles to manoeuvre so that they can enter the public highway in forward gear.

Having regard to the established residential use, anticipated low vehicle speeds within the private road and modest additional movements associated with one dwelling, the proposal would not be expected to materially worsen the existing access arrangements.

The development would not be expected to result in a severe adverse impact on network capacity or congestion, including cumulative impacts, or an unacceptable impact on highway safety, having regard to NPPF Policy TR6.

Parking

Drawing AD/131/15E shows a one-bedroom dwelling with one off-street car parking space. This level of provision accords with DCC's minimum parking guidance for a dwelling of this size.

The Design and Access Statement contains inconsistent references to bedroom numbers, including a reference to four bedrooms. This assessment is based on the one-bedroom layout shown on drawing AD/131/15E. The supporting statement should be corrected to reflect the submitted design.

The parking and access area shown appears sufficient to accommodate one vehicle with pedestrian circulation alongside. The space should be provided before occupation and retained thereafter, without obstruction by storage or other uses.

Secure, covered and conveniently accessible cycle parking should be provided at a minimum rate of one space per bedroom, in accordance with DCC guidance and LTN 1/20. For the one-bedroom dwelling illustrated, one cycle parking space is required. This can be secured by condition.

Residential electric vehicle charging infrastructure is addressed through the applicable Building Regulations requirements, and a separate highway condition is not recommended.

Refuse storage and collection

The proposed bin storage appears to be approximately 30m from the public highway at High Street, exceeding the 25m distance identified in DCC guidance. The submission does not establish whether bins would be collected from this location or presented at a separate collection point.

The Local Planning Authority should therefore consult its waste collection team to confirm satisfactory storage and collection arrangements, including any alternative collection service proposed by the applicant.

Any collection-day presentation point should avoid obstruction of the public footway, the junctions with High Street and access to neighbouring properties.

Conclusion

The proposal would generate a modest increase in movements using an established residential access. The private access area provides sufficient space for manoeuvring, allowing vehicles to enter the public highway in forward gear.

Subject to retention of the proposed parking space and provision of suitable cycle parking, the LHA does not consider that the development would result in a severe adverse impact on network capacity or congestion, including cumulative impacts, or an unacceptable impact on highway safety, having regard to NPPF Policy TR6.

No objection is therefore raised, subject to the following conditions.

Conditions

Provision and retention of parking
The dwelling hereby permitted shall not be occupied until the parking and associated access area shown on drawing AD/131/15E has been provided and made available for use. The parking space and pedestrian access to the dwelling shall thereafter be retained and kept available for their intended purposes.
Reason: To ensure satisfactory off-street parking and pedestrian access in the interests of highway safety.

Cycle parking
The dwelling hereby permitted shall not be occupied until secure, covered and accessible parking for at least one cycle has been provided in accordance with details first submitted to and approved in writing by the Local Planning Authority. The approved cycle parking shall thereafter be retained and kept available for that purpose.
Reason: To provide suitable cycle parking and encourage sustainable travel.

Informative

The deposit of mud or other items, and/or the discharge of water, onto the public highway are offences under Sections 149 and 151 of the 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 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,

Devinda Kumarasinghe
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
15 September 2026	**Devinda Kumarasinghe**		**11 November 2026**