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

Planning Manager
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Highway Officer: Amelia Williams
Our ref: AVBC/2026/015712
Your ref: AVA/2026/0013
Date: 5 February 2026

Dear Alex Shaw

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

PROPOSAL: Two storey side extension and new detached garage

LOCATION: 370 Lower Somercotes, Somercotes, Alfreton, Derbyshire DE55 4NQ

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 the application is **deferred** pending additional information.

Background

This planning application seeks permission for a two-storey side extension and a new detached garage at 370 Lower Somercotes, Somercotes.

The scheme, shown on drawing number 1225/2567-2 Rev B, proposes an increase in the number of bedrooms within the dwelling, from 3 to 4, and includes a single garage and 3 driveway car parking spaces. No changes are proposed to the site access.

Access – Existing Conditions

Lower Somercotes is a relatively highly trafficked classified road, the B600, which is subject to a 30mph speed limit in the vicinity of the site. However, the presence of

speed camera warning signs and an advisory speed warning sign adjacent to the site frontage indicates concerns relating to traffic speeds on this section of the B600.

A bus stop, with shelter, is located to the north-west of the site. The bus stop is protected by a bus stop clearway marking which extends across the existing site access driveway. Buses using the bus stop will obstruct the site access. Pedestrian movements associated with the bus stop will conflict with vehicles using the site access, where there are no pedestrian splays adjacent to the existing site access driveway.

The width of the existing paved driveway access, between the front boundary fence and wall at the back of the south-eastern B600 footway, is circa 2.3 m. This width falls below what would normally be required between physical constraints (i.e. 3.6m).

Traffic Impact

The existing dwelling has three bedrooms, the proposed development adding a fourth. The proposed development therefore also increases the car parking requirement. More vehicles would therefore use the access with the proposed development in place. However, the applicant shows no changes to the existing driveway arrangements to address this.

Having regard to the constraints at the site access, conditions on the B600, and the presence of the bus stop and associated pedestrian movements, the highway authority considers that the site access should be improved to accommodate the proposed development.

Access – Recommended Improvements

A site access driveway width of 3.6 m is required between physical constraints.

2m x 2m pedestrian visibility splays are required on both sides of the widened driveway, in accordance with the highway authority's Planning, Streets, and Places (PSP) guidance, paragraph 4.8.1. Pedestrian visibility splays are also justified by the need to ensure that conflicts between vehicles using the access and pedestrian movements associated with the adjacent bus stop are minimised.

The widths of the footway crossing and associated dropped kerb should match the full width of the widened driveway. Dropper kerbs should be provided on both sides of the dropped kerb. Works within the highway should be to highway authority specification.

The preferred location for the improved access would be to the south-east of the bus stop clearway. The applicant should examine the feasibility of locating the access driveway in this position.

If the access cannot be located clear of the bus stop clearway, widening of the driveway on its south-eastern side would be appropriate to reduce conflicts with the bus stop.

Car Parking

In accordance with the highway authority's Parking Guidance for New Developments (PGND; Table 2), the minimum car parking requirement for dwellings with 4 bedrooms is 3 spaces.

Paragraph 4.5.1 of the PGND states that, in all circumstances, garages are not counted towards parking provision.

Drawing 1225/2567-2 Rev B shows three driveway car parking spaces. The proposal increases driveway parking provision to the required quantum. However, the proposed driveway layout is inappropriate, as explained below.

Driveway Layout

The site layout plan omits details showing the extents of the proposed driveway and shows no separate turning space.

The proposed parking layout creates a double bay (spaces 3 and 4) with a single space (space 2) positioned in front of both. When occupied, parking space 2 would restrict access to and from spaces 3 and 4. This layout would therefore give rise to unnecessary movements between the site and the B600 when vehicles are moved to allow access to the obstructed spaces. In the absence of a turning area within the site, this could result in an increase in reversing movements onto the B600 which would be detrimental to highway and pedestrian safety. The car parking layout should therefore be amended to avoid such obstruction.

The driveway should be provided with a turning space to ensure that all vehicles can enter, turn within, and leave the site in forward gear to maintain safety on the B600. The need for turning space is also justified by the close position of the bus stop and associated pedestrian activity.

The applicant should provide a revised site layout plan showing appropriate access arrangements, with three driveway car parking spaces having sufficient turning space, to allow the site to be accessed safely and efficiently and maintain highway and pedestrian safety on the B600.

Driveway Surface

There are no details showing the materials proposed for the extended driveway. In line with PSP paragraph 5.8.3, the driveway should be surfaced in a bound material for the first 5m from the highway boundary.

This requirement can be secured by an appropriate planning condition.

Cycle and Electric Vehicle (EV) Parking

PGND section 4.7 stipulates that secure, covered cycle parking should be provided at a minimum rate of 1 space per bedroom i.e. the proposed dwelling should have at least 4 cycle spaces.

PGND section 4.5 confirms that cycle parking can be provided within garages subject to design and location.

Details will be required to show adequate cycle parking and cycle equipment storage facilities and can be secured by planning condition.

EV charging facilities are not shown but details can be secured by planning condition.

Summary

Having regard to the above, the highway authority recommends that this planning application should not be determined until the applicant has submitted revised details which satisfactorily address the above issues. The highway authority will comment again following receipt of further information.

Yours sincerely,

Amelia Williams
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
14 January 2026	**Amelia Williams**	**SD**	**5 February 2026**