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: Amelia Williams
Our ref: AVBC/2026/015832
Your ref: AVA/2026/0040
Date: 20 February 2026

Dear Alex Shaw,

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

PROPOSAL: Proposed Two Storey Side Extension

LOCATION: 27 Shop Lane Nether Heage Belper Derbyshire DE56 2AR

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 approval for a two-storey side extension at 27 Shop Lane, Nether Heage, Belper.

Parking Requirement and Provision

In accordance with the highway authority's Parking Guidance for New Developments (PGND), the minimum number of car parking spaces for dwellings with up to 4 bedrooms is 3 spaces.

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

3 driveway parking spaces are therefore required to satisfy the PGND requirement.

The applicant has not provided a site layout plan showing the driveway layout and car parking arrangements.

Details are therefore required which show how the site can satisfy the minimum car parking requirement set out in the PGND.

Traffic Impact

The existing dwelling has three bedrooms, and the proposed extension would create a fourth bedroom, leading to an increase in the minimum car parking requirement from 2 to 3 spaces and, therefore, a potential intensification of use of the site access.

Site Access Issues

Visibility from the site access along Shop Lane is constrained by features including the relatively short length of frontage, the narrow footway adjacent to the site frontage, the hedge and stone wall to the south of the existing access, and the low fence to the north of the access. The existing access has no pedestrian splay provision, which aggravates the limited visibility between pedestrians using the narrow footway and vehicles using the existing driveway.

The site access is located within 15m of the southern bell mouth radius at the Shop Lane/Bank View Road junction. That does not accord with para 5.4.1 of the highway authority's Planning, Streets, and Places (PSP) guidance.

Having regard to the above, the potential intensification of use of the substandard driveway arrangements could be detrimental to highway and pedestrian safety

It is therefore necessary for mitigation measures to be implemented which may take the form of improvements to the existing access (subject to assessment of what standards might be achievable) or an alternative means of access.

Access Options

One option to provide satisfactory access to the site might be to provide 3 driveway car parking spaces having access onto Shop Lane by means of an improved access. Whilst visibility could be improved by removal of some of the site constraints identified earlier, it may not be possible to achieve satisfactory highway and pedestrian visibility splays on both sides of the improved access, and it would not be possible to address the substandard spacing between the site access and the Shop Lane/Bank View Road junction.

Whether such an option is acceptable would be subject to the highway authority's consideration of the degree to which any layout details submitted by the applicant might mitigate the development impact.

Alternatively, the highway authority's preferred option would be the formation of a new access towards the foot of the rear garden of the dwelling to serve 3 driveway parking spaces directly from Bank View Road.

Bank View Road is a cul de sac, having a wider footway at the site frontage and lower traffic speeds and pedestrian flows than those that apply the Shop Lane frontage. An

access taken from this point on Bank View Road is more likely to achieve acceptable visibility splay standards and would allow the access to be located outside the 15m distance from the southern bell mouth radius at the Shop Lane/Bank View Road junction, thus satisfying PSP para 5.4.1. Access from Bank View Road would therefore be a safer and more suitable location for the site access.

The applicant should consider such an option and provide details.

General Design Requirements

The following general requirements should be applied to the design of the site access driveway and car parking arrangements.

The driveway should accommodate a minimum of three car parking spaces, with dimensions in line with PGND paragraph 8.6.1.

No more than 2 vehicles should be parked in tandem format.

Any new or widened driveway should have 2m x 2m pedestrian visibility splays on both sides of the driveway in line with PSP para 4.8.1.

Dropped kerbs must span the full width of the driveway, plus two dropper kerbs.

In line with PSP para 5.8.3, the driveway should be surfaced in a bound material within 5m of the highway boundary to prevent loose material being carried onto the highway.

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 parking spaces.

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

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

Conclusion

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
26 January 2026	Amelia Williams	SD	20 February 2026