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

Planning Manager
Amber Valley Borough Council
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DE5 3XE

Highway Officer: Steve Dudhill
Our ref: AVBC/2026/016749
Your ref: AVA/2026/0197
Date: 12 April 2026

Dear Ms Graham,

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

PROPOSAL: Alterations and extensions to existing dwelling.

LOCATION: 148 Belper Lane Hilltop Belper Derbyshire DE56 2UH

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 extensions and alterations to the dwelling at 148 Belper Lane, Hilltop, Belper. The scheme would increase the number of bedrooms from two to four. Three car parking spaces are shown on the driveway, with access via the existing dropped kerb footway crossing.

Car Parking Requirement

The highway authority's Parking Guidance for New Developments (PGND) requires 4-bedroom dwellings to have at least three car parking spaces. The proposed development satisfies this requirement.

Site Layout

PGND paragraph 8.6.3 states that tandem parking spaces for an individual dwelling are permitted but limited to two spaces. The proposed site layout is in triple tandem

format, given that two of the proposed parking spaces would be obstructed by a car parked in the space immediately adjacent to the site access. Such layouts are not permitted by the PGND because they are used inefficiently and give rise to on-street parking and unnecessary manoeuvres to and from the site access to the detriment of highway and pedestrian safety.

It is therefore necessary for the applicant to submit revised details which show provision of three car parking spaces which comply with the PGND.

The width of the site frontage to Belper Lane is circa 9.2m. This width can accommodate three 2.4m wide car parking spaces, aligned at an angle of 90-degrees to the footway on Belper Lane (i.e. requiring a total width of 7.2m). This would allow circa 1m wide x 2m deep pedestrian splays to be provided at each end of the driveway, also therefore allowing a 1m wide path to be provided at each end of the driveway, overlapping the pedestrian splays.

Paragraph 4.8.1 of the highway authority's Planning, Streets, and Places (PSP) guidance requires 2m x 2m pedestrian splays to be provided on a widened driveway. The 1m x 2m pedestrian splays would not therefore comply with PSP. However, given that the existing driveway has no pedestrian splays, the highway authority considers that provision of 1m x 2m pedestrian splays would represent an acceptable improvement in this instance.

The above solution requires the driveway to be widened to the full width of the site frontage. That will, in turn, require the dropped kerb footway crossing to be widened to correspond to the full width of the driveway, plus two dropper kerbs.

A revised site layout plan is required to illustrate the above details.

Cycle and Electric Vehicle (EV) Parking

The PGND requires secure, covered cycle parking to be provided at a rate of 1 cycle parking space per bedroom. Four cycle parking spaces are therefore required.

No cycle parking or EV charging facilities are shown on the submitted site layout plan. Details of such facilities 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.

SD; DCC TDM; 12/4/26.