DERBYSHIRE County Council

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

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Highway Officer: Amelia Williams
Our ref: AVBC/2026/015832/R1
Your ref: AVA/2026/0040
Date: 26 March 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

The highway authority's initial comments on this application were issued on 20/2/26.

The applicant has chosen not to relocate the access and driveway onto Bank View Road, as previously recommended by the highway authority given the constraints at the existing site access onto Shop Lane.

The applicant has instead submitted a site layout plan showing three proposed car parking spaces served by the existing access onto 27 Shop Lane.

Highway Impact

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

highway authority must therefore assess the visibility and geometric layout of the access to determine whether it can operate safely.

Site Access Visibility

Paragraph 4.8.2 of the highway authority's Planning, Streets, and Places (PSP) guidance states that visibility splays must, in this instance, accord with the requirements set out in Manual for Streets. For a road subject to a 30mph speed limit, the normal requirement is for visibility splays measuring 2.4m x 43m on both sides of the site access.

The existing major road visibility splay distances from the driveway, measured from a point 2.4m back from the edge of the carriageway, are 5m to the south-east and 4m to the north-west. The visibility splays are restricted by the hedge/wall and the fence on the south-eastern and north-western sides of the access, respectively, both of which exceed 600mm in height.

The existing levels of visibility are substantially below the normal requirement. Intensification of use of the existing site access is therefore likely to give rise to an unacceptable impact on highway safety.

Car Parking

The proposed development, which creates a fourth bedroom, would require 3 parking spaces in line with the highway authority's Parking Guidance for New Developments (PGND) Section 4.2, Table 2.

The proposed car parking layout shows 3 no. 2.4m x 4.8m spaces on the driveway. Their dimensions accord with PGND para 8.6.1.

Spaces 1 and 3, the two end parking spaces, are placed diagonally to Shop Lane. Space 2, the central parking space, is positioned perpendicular to Shop Lane. Vehicles parked in the proposed locations could mutually obstruct movements to and from adjacent spaces.

The driveway area between the dwelling and the site boundary does not allow vehicles to turn within the site to enter and leave each parking bay in forward gear. This raises concerns regarding the potential for vehicles to reverse onto the public highway where visibility onto Shop Lane is significantly limited, as described earlier.

Pedestrian Visibility

In line with PSP para 4.8.1, widened driveways require 2m x 2m pedestrian visibility splays on both sides of the driveway. Nothing should exceed 600mm in height within these splays.

Potential Improvements

Retention of the existing access onto Shop Lane would be objectionable in highway safety terms. The most appropriate access solution remains the provision of a new access onto Bank View Road.

However, if the applicant is not prepared to pursue that option, and having regard to the above assessments, it is necessary to consider whether the site access onto Shop Lane can be improved to ensure greater compliance with relevant design standards and guidance and/or to mitigate the impact of the proposed development.

The highway authority has therefore considered the scope to amend the site access and car parking layout to seek to achieve a solution which improves site access visibility, provides appropriate pedestrian visibility, and which provides an appropriate car parking layout with pedestrian circulation space.

Removal of the wall and hedge along the north-eastern site boundary, together with an extension of the driveway access to the south-east, would allow the full width between the two boundary points on the site frontage, circa 9.6m, to be used as the site access.

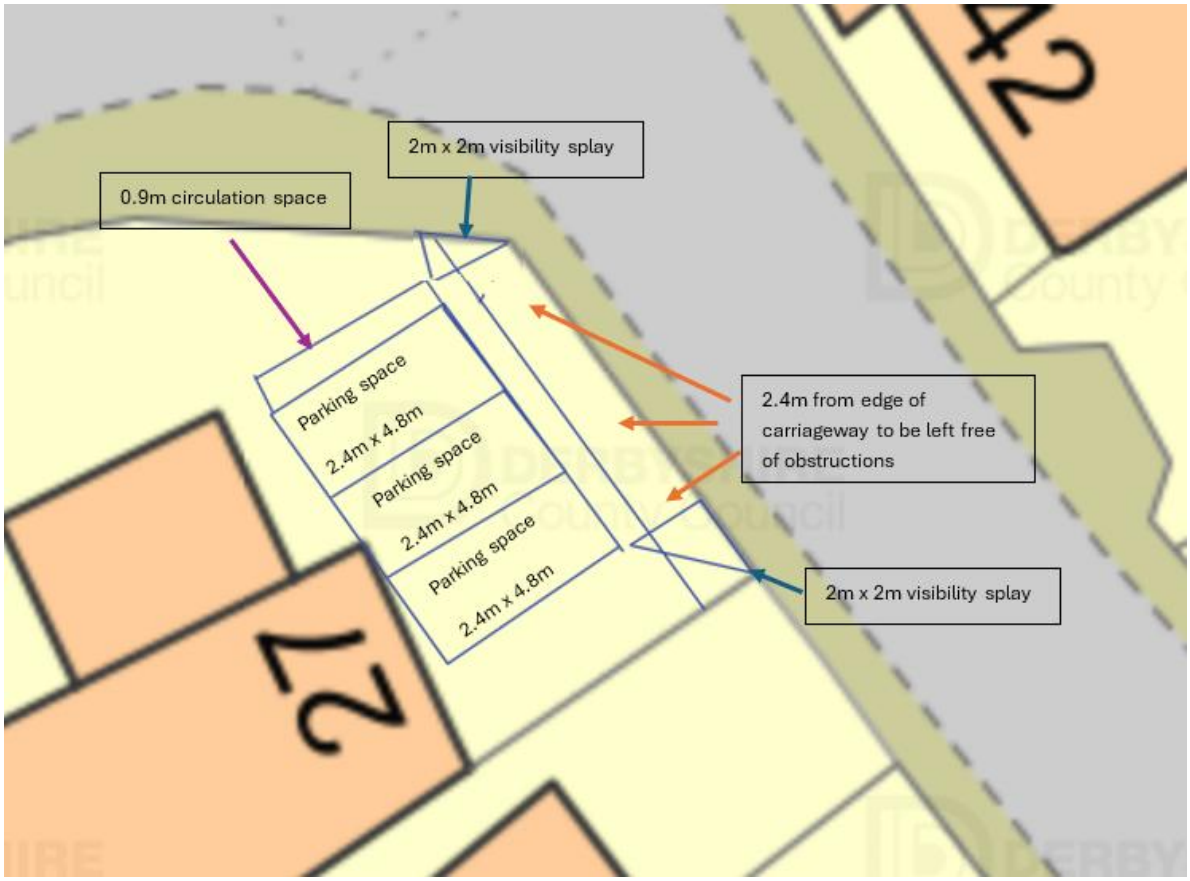
Three parking spaces, together with the required 0.9m circulation width, require a total width of 8.1m. On this basis, provision of three parking spaces within the 9.6m wide frontage would allow each space to be accessed independently.

The highway authority recommends that the site frontage should be cleared of all obstructions over a width of 2.4m measured from, and parallel to, the edge of the carriageway on Shop Lane to improve access visibility along Shop Lane.

A section of fence to the north-west of the site access must be removed or reduced to a height not exceeding 600 mm to provide a pedestrian splay between the driveway and the footway around the bell mouth radius on Bank View Road.

Pedestrian splays should be provided.

The following sketch layout illustrates the above proposals.



Adoption of the above site layout would allow provision of:

1. A 2.4m x 43m visibility splay along Shop Lane to the north-west of the north-westernmost car parking space; and,

2. Visibility splays of between circa 2.4m x 33m (from the north-westernmost car parking space) and circa 2.4m x 8m (from the south-easternmost car parking space) along Shop Lane to the south-east.

The splay to the north-west of the site access would comply with the requirement for a 30mph road and would be acceptable.

The splays to the south-east of the site access still fall substantially below the normal requirement but are improved in comparison to the existing situation. If the splay to the south-east is projected from a 2m setback distance, the level of visibility would be satisfactory.

Provision of pedestrian splays would provide appropriate levels of intervisibility between vehicles using the site and pedestrians using the narrow footway on the south-western side of Shop Lane.

On balance, the highway authority considers that the above improvements would mitigate the impact of the proposed development.

The applicant should therefore submit a revised site layout plan, which reflects the above requirements and is to an appropriate scale, for approval as the basis for an appropriate planning condition.

Access and Driveway Specification

A widened footway crossing to highway authority specification is required if the driveway access is to be extended to the south-east. The dropped kerb should span the full width of the widened driveway plus two dropper kerbs.

Drainage is required on the applicant's driveway to prevent the unregulated discharge of surface water onto the public highway.

The driveway should be surfaced in a bound material.

These features can all 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
3 March 2026	Amelia Williams	SD	26 March 2026