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: Gemma Statham
Our ref: AVBC/2026/017347
Your ref: AVA/2026/0273
Date: 20 May 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 rear extension to dwelling with single garage to side elevation

LOCATION: 61 Hickton Road Swanwick Alfreton Derbyshire DE55 1AG

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 rear extension to the existing 3-bedroom dwelling and the relocation of the garage.

The proposed development will result in the dwelling having an additional 2 bedrooms, forming a 5-bedroomed dwelling. The applicant does not propose to alter the existing access to Hickton Road, a non-classified residential road subject to a 30mph speed limit.

The existing site layout is shown on drawing number 2026-1. That drawing illustrates a car parking space on what appears to be an existing gravelled area on the front garden.

The proposed floor plans and site layout details are shown on drawing number 2026-3. That drawing does not show the parking space on the garden area but indicates that the driveway to the eastern side of the dwelling will be shortened by bringing the garage forward towards the highway.

Site Access

The proposed development results in the potential for intensification of use of the site access, given the increase in the number of bedrooms and parking requirement (see later).

The existing site boundary treatment and the bend to the west of the access combine to limit visibility to the west of the driveway.

To mitigate the impact of the intensification of use of the access, the maximum achievable visibility splay to the west of the driveway should be shown across the site frontage. This should be projected from an ‘x’ distance of 2.4m measured along the driveway centre line from the nearside carriageway edge. The visibility splay should be unobstructed above a height of 0.6m above adjacent carriageway level. This will require alterations to the existing boundary wall and hedge.

The existing gates should be removed to prevent vehicles having to wait on the public highway while the gates are opened and/or closed and to ensure that parking spaces on the driveway are not obstructed by the gates.

Details of the above features should be shown on an amended site layout plan.

Car Parking

In accordance with the highway authority’s Parking Guidance for New Developments (PGND) 4.2 Table 2, at least 3 car parking spaces are required for dwellings with 5 bedrooms. PGND paragraph 4.5.1 states that, in all circumstances, garages are not counted towards parking provision. No more than 2 car parking spaces should be provided in tandem format.

Details should be provided which demonstrate that 3 driveway parking spaces can be provided within the site frontage, without mutual obstruction of parking spaces and with dimensions which accord with the requirements of PGND section 8.6.

No electric vehicle (EV) charging facilities are shown but details can be secured by planning condition.

Should the driveway/access need to be widened to provide appropriate parking provision and access to car parking spaces, this will also require the widening of the dropped kerb footway crossing and provision of 2m x 2m pedestrian splays as set out in paragraph 4.8.1 of the highway authority’s Planning, Streets, and Places (PSP) guidance.

Cycle 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 5 cycle parking 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.

Conclusion

The highway authority therefore recommends that this planning application should not be determined until the applicant has submitted amended details which satisfactorily address the above issues.

The highway authority will comment again following receipt of further information.

Yours sincerely,

Gemma Statham
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
14 May 2026	**Gemma Statham**		**20 May 2026**