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: Robert Smith
Our ref: AVBC/2026/017837
Your ref: AVA/2026/0395
Date: 5 July 2026

Dear Katja Graham,

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

PROPOSAL: Double-storey side, single-storey rear extension with dropped kerb to front boundary

LOCATION: 13 Lake Avenue Loscoe Heanor Derbyshire DE75 7LJ

Derbyshire County Council, the Local Highway Authority (LHA) 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 this planning application should not be determined until the applicant has submitted further information.

Background

This planning application proposes a double-storey side and single-storey rear extension, with a dropped kerb to the front boundary.

Assessment

The scheme will increase the number of bedrooms from 2 in the existing dwelling to 3 in the extended dwelling. This would change the minimum car parking requirement from 1 to 2 spaces.

No access, parking, or driveway details have been submitted. Given that the site has an existing driveway served by a dropped footway crossing, the LHA assumes that

the applicant intends to widen the existing driveway and dropped kerbed footway crossing to accommodate additional car parking.

LHA guidance requires that vehicles must be parked completely off the highway and at a 90-degree angle to the carriageway unless turning space is available within the site.

The submitted plans indicate that the depth of the front garden, which would be available to accommodate additional parking provision, is 4.3m between the highway boundary and the front face of the dwelling. The preferred length of a parking space is 5.5m, with a minimum length of 4.8m.

An additional parking space would have therefore have inadequate length, with the potential that a parked vehicle would encroach onto the footway on the north-eastern side of Lave Avenue.

The footway is 1.5m wide, falling below the normal 2m minimum width requirement. Encroachment over the footway by a parked vehicle would further reduce the footways width, yielding an effective width of 1m or less, and would therefore obstruct the passage of pedestrians. This could result in pedestrians having to walk within the carriageway, which would be detrimental to pedestrian safety.

Widened driveways should be provided with 2m x 2m pedestrian splays, in accordance with paragraph 4.8.1 of the LHA's Planning, Streets, and Places (PSP) guidance. The lack of pedestrian visibility splays would compound the above issue.

As submitted, and having regard to the above, the proposed development does not comply with National Planning Policy Framework (NPPF) paragraph 115 b) i.e. the applicant does not provide safe and suitable access for all users. The proposed development would ordinarily be objectionable on that basis.

Potential Solution

To address the above issues, the LHA recommends that the applicant should revise the planning application to omit the proposed works to the dropped kerb and provision of any additional car parking. Whilst this may result in a slight increase in on-street parking, Lake Avenue is a residential street where on-street parking already occurs.

The lack of parking provision could be mitigated by the provision of secure, covered cycle parking at a rate of 1 cycle parking space per bedroom.

Subject to the above, the LHA would not object due to a lack of additional parking provision in this instance.

The applicant should amend the planning application accordingly, and submit details to show how secure, covered cycle parking can be accommodated within the site.

Conclusion

Having regard to the above, the LHA recommends that this planning application should not be determined until the applicant has submitted further details which satisfactorily address the above issues.

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

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
23 June 2026	**Robert Smith**	**SD**	**5 July 2026**