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: Steve Dudhill
Our ref: AVBC/2026/018653
Your ref: AVA/2026/0538
Date: 31 August 2026

Dear Ms Graham,

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

PROPOSAL: Two-storey side extension, ground floor extension to form porch and kitchen, replacement garage, and new patio to rear

LOCATION: 8 Thorpe Hill Drive Marlpool Heanor Derbyshire DE75 7DN

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 determination of this planning application should be deferred pending submission of further information.

Background

This planning application seeks permission for various extensions, provision of a new garage, and a patio at 8 Thorpe Hill Drive, Marlpool, Heanor.

Proposed Development

The existing dwelling floor plan shows that the property has 2 bedrooms with a first-floor dressing room. Internet searches show that the property has been listed as having 3 bedrooms and it should therefore be assessed as such. The proposed floor plan shows that the extended dwelling would have 3 bedrooms, again with the first-floor dressing room. The proposed development should therefore be assessed as giving rise to a 4-bedroom dwelling.

The site layout plan shows provision of a 2-car garage. 2 driveway car parking spaces are provided elsewhere within the site but no details of any amendments to the site access arrangements to accommodate such changes have been provided.

Assessment

4-bedroom dwellings must provide at least 3 driveway car parking spaces in accordance with the minimum requirement stipulated in the highway authority's Parking Guidance for New Developments (PGND). No more than 2 car parking spaces should be provided in tandem format.

The PGND does not count garages as contributing towards car parking provision, though they can be used to provide secure, covered cycle parking and cycle equipment storage facilities, subject to design.

As submitted, the proposed development fails to comply with the PGND car parking requirement, given the lack of sufficient driveway car parking spaces.

Insufficient standing space is provided between the proposed garage and Thorpe Hill Drive, the normal standard being for a minimum driveway depth of 6m in front of garage doors. In this instance, with no footway along the site frontage to Thorpe Hill Drive, a greater driveway depth (say 7m) would be required to allow pedestrians to pass parked cars on the driveway without having to walk in the carriageway on Thorpe Hill Drive.

To satisfy the PGND car parking requirement, the highway authority recommends that the proposed garage should be removed to allow 3 car parking spaces (2 in tandem format) to be provided on a driveway to the north of the extended dwelling, together with a 1m wide area between the car parking spaces and Thorpe Hill Drive to accommodate pedestrians clear of Thorpe Hill Drive. Secure, covered cycle parking would then be required at a rate of 1 cycle parking space per bedroom i.e. 4 spaces.

Alternatively, a single garage extension could be provided, set back at least 7m from Thorpe Hill Drive, to allow standing space in front of the garage for 1 car, and with 2 car parking spaces provided, in tandem, to the north of the garage. The garage could then be used to provide secure, covered cycle storage. A 1m wide area should be provided between the car parking spaces and Thorpe Hill Drive to accommodate pedestrians clear of Thorpe Hill Drive.

Parking spaces should be aligned at 90-degrees to the footway on Thorpe Hill Drive and should measure 5.5m x 2.4m.

With either of the above site layout options it will be necessary for the existing site access driveway to be widened. That, in turn, requires 2m x 2m pedestrian visibility splays to be provided adjacent to Thorpe Hill Drive in accordance with paragraph 4.8.1 of the highway authority's Planning, Streets, and Places (PSP) guidance.

The dropped kerb crossing serving the site would need to be widened accordingly.

A 0.9m wide path should be provided between the driveway and the front door of the property. Pedestrian provision, as described earlier, should link the site to the existing footway on Thorpe Hill Drive to the north of the site.

Visibility splays should be provided on both sides of the site access driveway. That to the south should be taken from a 2.4m minor road visibility setback distance centred on the southernmost car parking space, projected to the carriageway edge tangent on Thorpe Hill Drive to the south of the site access. That to the north should be taken from a 2.4m minor road visibility setback distance centred on the northernmost car parking space to provide driver visibility over the whole of the southbound lane leading from the main section of Thorpe Hill Drive at the junction to the north of the site.

Bin storage provision, with pedestrian access to Thorpe Hill Drive, should be shown within the site. A paved bin collection point should be provided adjacent to Thorpe Hill Drive, clear of the site access driveway and access arrangements.

Revised site layout details are required to address the above issues.

Conclusion

The highway authority 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.

SD; DCC TDM; 31/8/26.