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/2026/018647
Your ref: AVA/2026/0530
Date: 1 September 2026

Dear Ms Anthony,

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

PROPOSAL: Detached 2-bedroom dwelling

LOCATION: 25 Sleetmoor Lane Somercotes Alfreton Derbyshire DE55 1RB

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 the submission of further information.

Background

This planning application seeks permission for the development of a 2-bedroom dwelling on land adjacent to 25 Sleetmoor Lane, Somercotes. Sleetmoor Lane is an unclassified minor road, subject to a 30mph speed limit in the vicinity of the site.

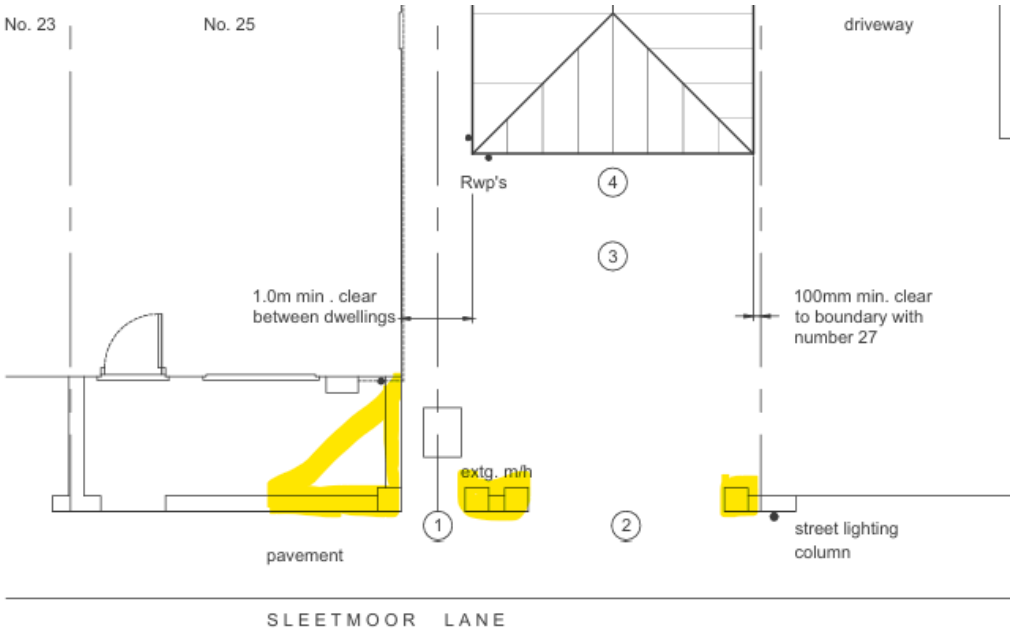
The application site currently includes the existing 2-bedroom dwelling at 25 Sleetmoor Lane together with its driveway, which can accommodate a single car parking space, and which provides access to a single garage.

The proposed dwelling would be located on the area occupied by the driveway and garage.

Assessment

The highway authority's Parking Guidance for New Developments (PGND) stipulates a requirement for at least 1 car parking space to be provided for 2-bedroom dwellings. The minimum car parking requirement for the existing and proposed dwellings is therefore 2 car parking spaces.

The proposed driveway would have sufficient width to accommodate 2 car parking spaces if the existing brick piers and walls which front the driveway (as highlighted on the following copy extract from the submitted block plan) are removed and if sufficient driveway depth is provided.



The applicant should submit a revised block plan to show removal of the brick piers and walls which would otherwise obstruct access to the two car parking spaces which can be provided on the driveway.

Car parking spaces should be 5.5m long by 2.4m wide. The proposed dwelling should therefore be set back further to the south of Sleetmoor Lane, by circa 1.6m, to allow provision of 2 no. 5.5m x 2.4m car parking spaces and a 0.9m wide path across the front face of the proposed dwelling to allow pedestrian access clear of the car parking spaces. One car parking space should be shown as being allocated to each of the existing and proposed dwellings.

The PGND stipulates a requirement for secure, covered, and accessible cycle parking to be provided at a rate of 1 cycle parking space per bedroom. Removal of the existing garage removes the opportunity for cycle parking to be provided for the existing dwelling. The applicant should therefore submit details which show how 2 secure, covered cycle parking spaces can be provided for both the existing and the proposed dwellings.

The applicant should show provision for bin storage for both the existing and proposed dwellings which will not obstruct pedestrian or vehicular access.

The existing driveway must be widened to accommodate two car parking spaces having satisfactory access. Paragraph 4.8.1 of the highway authority's Planning, Streets, and Places (PSP) guidance requires widened driveways to be provided with

2m x 2m pedestrian visibility splays. In this instance, there is insufficient space within the land under the applicant's ownership/control for a pedestrian splay to be provided on the western side of the driveway. However, there is space for such a splay to be provided on the eastern side of the driveway, subject to removal of part of the existing wall fronting the site. The revised block plan should show removal of the wall fronting the existing dwelling, as shown by the highlighted triangular area on the earlier copy extract from the submitted block plan, to allow provision of a 2m x 2m pedestrian splay to the east of the site access driveway.

The widened driveway will require the existing dropped kerb footway crossing to be widened to correspond to the full width of the driveway plus a new dropper kerb on the eastern side of the driveway. Details should be shown on the amended block plan.

Conclusion

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

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

SD; DCC TDM; 1/9/26.