DERBYSHIRE County Council

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

Planning Manager
Amber Valley Borough Council
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DE5 3XE

Highway Officer: Devinda Kumarasinghe
Our ref: AVBC/2026/019013
Your ref: AVA/2026/0595
Date: 10 November 2026

Dear Alex Shaw

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

PROPOSAL: Proposed garage and car port to rear of existing dwelling.

LOCATION: 45 George Street Riddings Alfreton Derbyshire DE55 4BH

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 proposal comprises a double garage and carport within the existing rear parking area serving the property. Vehicular access is obtained from George Street via an existing narrow passage between adjoining buildings. No alterations to the public highway are indicated.

The LHA's assessment concerns whether the proposed development would restrict on-site parking and manoeuvring, leading to increased reversing movements onto or from George Street, or vehicles waiting on the public highway while other vehicles are repositioned, with consequent implications for highway safety.

Site Access

The existing access is constrained by adjoining buildings, which restrict intervisibility between emerging drivers and pedestrians using the footway. Visibility towards vehicles travelling along George Street may also be affected by the buildings and kerbside parking.

The access already accommodates vehicular movements. Its existing limitations do not, in isolation, establish an objection to the proposed domestic garage and carport. However, they make it necessary to establish whether the development would materially intensify its use or increase the likelihood of vehicles reversing between the site and George Street.

The applicant should clarify the existing and proposed use of the rear parking area, including the number of vehicles normally accommodated and whether the proposed facilities would serve No. 45 alone or other properties. The relationship with No. 46 and any existing access or parking arrangements that would need to be retained should also be explained.

Internal Layout

The existing site plan, drawing 2433/03, identifies an open vehicle parking area. The proposed site plan, drawing 2433/05, introduces a double garage and a carport accommodating two vehicles, thereby occupying part of the existing area available for parking and manoeuvring.

The LHA acknowledges that the proposal also indicates an approximately 6m-wide area alongside the carport and the reduction of the existing lawn area to provide additional space. However, the submitted drawings do not demonstrate how vehicles would access the garage and carport, manoeuvre within the remaining courtyard and leave the site when the proposed parking facilities are occupied.

The arrangement appears to require vehicles accessing the garage to pass through the carport. Vehicles parked within the carport could therefore obstruct garage access. Tandem parking associated with a single household is not inherently unacceptable, but any necessary vehicle shuffling should be capable of taking place within the site without requiring vehicles to wait on George Street or obstruct the adjoining footway.

Given the restricted visibility at the existing access, a layout that increases reliance on reversing onto or from George Street could give rise to additional pedestrian and vehicle conflict. Further information is therefore required to establish whether the proposed development would worsen the existing situation.

The applicant should provide:

- A fully dimensioned layout identifying the usable parking spaces, garage-door opening, carport posts, gates, access widths and areas retained for manoeuvring. Any steps or level differences affecting the availability of that manoeuvring space should be identified.
- Appropriate industry-standard swept-path analysis using a representative car, showing access to and egress from the proposed garage and carport and demonstrating whether vehicles can turn within the site and leave in forward gear.
- Tracking that accounts for other vehicles occupying the proposed spaces, together with any existing parking that would remain. Where vehicles must be moved to release a blocked vehicle, their temporary standing positions should be shown, with adequate space remaining for the necessary manoeuvres.
- Clarification of the existing and proposed parking capacity and use, sufficient to establish whether any material intensification of access movements is anticipated.

The analysis should reflect the physical constraints shown on the plans, including walls, buildings, posts, gates and any relevant level changes, rather than relying on unobstructed space that would not be available in practice. Where necessary, the layout should be revised to demonstrate satisfactory arrangements.

Conclusion

The LHA acknowledges that the proposal uses an existing vehicular access and that no works within the public highway are indicated. The concern is whether the proposed garage and carport would compromise existing manoeuvring space and increase reliance on reversing movements or waiting on the public highway at an access with constrained visibility.

Revised drawings and supporting information should be submitted addressing the matters identified above.

Until these matters have been satisfactorily addressed, the LHA is unable to conclude that satisfactory access and manoeuvring arrangements would be retained or that the development would avoid an unacceptable impact on highway safety, having regard to Policies TR4 and TR6 of the National Planning Policy Framework.

The Highway Authority therefore recommends that the application is deferred pending this information.

Yours sincerely,

Devinda Kumarasinghe
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
17 September 2026	**Devinda Kumarasinghe**		**10 November 2026**