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/2026/016157
Your ref: AVA/2026/0084
Date: 9 March 2026

Dear Laura Anthony,

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

PROPOSAL: Proposed two storey office extension

LOCATION: James Engineering, Wood Street North, Alfreton DE55 7JR

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 proposes a two-storey office extension to an existing steel fabrication unit.

The proposal will result in the use class E(g)(i) floor area associated with the site increasing from 340m^2 to 420m^2. The use class B2 floor area is to be retained at 1150m^2. The proposal would ordinarily suggest the need for an increase in car parking and servicing provision.

Site Access

Existing access and egress arrangements are not proposed to be altered.

Internal Layout – Parking

It is noted in the submission that the site currently has 19 parking spaces. This would be increased to 25 spaces by the proposed development, an increase of 6 spaces.

It is not clear precisely where the additional parking spaces are to be provided. However, an existing portakabin would appear to be removed to facilitate some additional parking provision.

In line with the highway authority's Parking Guidance for New Developments (PGND), the applicant should provide a minimum level of parking provision for the proposed use that will avoid the risk of on-street parking which could adversely impact highway and pedestrian safety.

Parking demands should be determined with reference to trip rate data for the proposed use, from which parking accumulation should either be derived from first principles or from existing data, for example: using the TRICS Database or comparison with land uses of similar size and geographic circumstance.

The applicant should then provide evidence to demonstrate the appropriateness of the level of proposed car parking provision.

An area of overflow car parking is shown on the submitted Block Plan (Ref: 2602/02). However, from a recent site visit, this area appears to be used for storage. It is not therefore clear where such storage would be relocated should any overflow parking be required.

The scheme should make appropriate provision for accessible parking spaces for people with mobility impairments.

The Design and Access Statement (DAS) notes that two electric vehicle charging points are to be relocated as they are currently located where the extension is proposed. The submitted Block Plan (Ref: 2602/02) does not show the location of replacement electric vehicle charging points. A revised plan should be submitted accordingly.

Sheltered, secure, and accessible cycle parking, together with secure cycle equipment storage facilities, should also be demonstrated, with the quantum of spaces reflecting the requirements set out in table 11-1 of LTN 1/20.

Internal Layout – Service Access

The PGND states that adequate space for heavy goods and delivery vehicles must be made available within the site boundary, which should not conflict with the proposed parking arrangements.

The proposed parking is located close to the existing site access and could adversely affect service access. The applicant should therefore demonstrate, by providing swept path analyses, that the largest vehicles likely to use the site can enter, turn within, and leave the site in forward gear using areas clear of the proposed car parking spaces.

Further Information Requirements

The above issues should be addressed by provision of a highway technical note and amended site layout details.

Summary

Having regard to the above, 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.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
17 February 2026	**Robert Smith**	**SD**	**9 March 2026**