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/2026/016641
Your ref: AVA/2026/0171
Date: 13 April 2026

Dear Rebecca Godson,

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

PROPOSAL: Change of use from industrial process and associated living accommodation to a nursery with associated internal and external alterations

LOCATION: 124 Derby Road Ripley Derbyshire DE5 3HT

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 submission of additional information.

Background

This planning application proposes the change of use from industrial process (Use Class E(g)(iii)) and associated living accommodation to a nursery. The site is located on the classified B6179 Derby Road, which is subject to a 30mph speed limit in the vicinity of the site.

Vehicular access onto Derby Road is located to the north of the building. The main pedestrian access is located on the Derby Road frontage.

The applicant states that the site currently has 14 car parking spaces and that the proposed development will have 6 car parking spaces. 12 full-time staff are proposed.

Assessment

No information has been provided concerning the number of children expected to attend the nursery. The maximum capacity of the facility must be determined now to allow the highway authority to fully understand the impact of the proposed development, particularly in relation to the car parking requirement. Details should be provided.

Trip Generation

Notwithstanding the above, the Local Highway Authority (LHA) considers that the proposed change of use will be likely to increase the levels of traffic moving to and from the site. The scheme will also increase the numbers of pedestrians passing between the car parking area and the main access to the building. Footfall will also increase along the footway on the Derby Road frontage.

It is not clear from the submission what traffic and car parking demands could be associated with the existing and proposed uses. The applicant should provide analyses which compare the established use with that proposed.

Consideration should be given, but not be limited, to providing the following information:

- Staff arrival and departure times.
- Parent/carer drop-off/pick-up times.
- Likely traffic generation at the above times and how it would be adequately mitigated.
- Parking provision and demand (see also later comments).

The above information should be summarised in a highways technical note.

Site Access

The existing vehicular access currently takes the form of a wide access with bell mouth kerb radii. The access reduces in width at a point circa 10m from the nearside carriageway where the access is gated before widening again within the site.

Having regard to the likely changes in traffic and pedestrian flows, the vehicular access arrangements should be revised to provide the following features:

1. A dropped kerbed footway crossing arrangement to provide safe pedestrian priority across the mouth of the site access.

2. The existing gates should be removed or widened to enable two vehicles to pass simultaneously between the access and parking area.

3. A safe means of pedestrian access between the parking area and the main pedestrian access to the building.

A detailed access scheme plan is required to illustrate the above requirements.

Internal Layout

Whilst a parking area is illustrated on the Proposed Layouts & Block Plan (ref: 129.002 Rev A), individual spaces have not been demarcated. Spaces should be clearly demarcated to encourage efficient use of the car park.

As 12 full-time staff are proposed to be employed at the nursey it is not clear how parking will work in practice for both staff and parents/carers dropping-off/picking-up children.

Paragraph 6.1 of the LHA's Parking Guidance for New Developments (PGND) states that "A maximum parking provision of 1 space per member of staff should be provided, however in urban locations staff levels should be reduced based on the availability of alternative options."

To assist in determining the overall car parking requirement, in addition to confirming the maximum capacity of the nursery the applicant should confirm the maximum number of staff to attend site at any one time, together with details of use of sustainable modes of travel or alternative parking provision for staff.

The LHA is concerned over the potential traffic impact at the site access arising from staff and parent/carer movements. The LHA is also concerned over both staff and drop off/pick parking demand, particularly if overall demands give rise to the risk of overspill parking along Derby Road where there are currently no waiting restrictions to prevent on-street parking.

A detailed strategy and plan should therefore be submitted by the applicant to explain how car parking demand and traffic flows will be managed. This should include details including, but not limited to, estimated drop-off/pick-up times, strategy for management of parents/carers in vehicles, pedestrian movements for parents/carers with children entering and leaving the day nursery.

In line with PGND paragraph 4.7.1, sheltered, secure, and accessible cycle parking should be provided at or near the front door of the property. The quantum of spaces must reflect the requirements of Local Transport Note 1/20. Cycle parking provision should be shown on an amended site layout plan.

The above information should also be summarised in a highways technical note.

Sustainable Travel

Details of sustainable travel should be submitted with information on local public transport provision coupled with measures to reduce vehicular activity and encourage trips by walking, cycling, and public transport by both staff and parents.

The catchment areas for both staff and children should be provided to inform the potential for use of sustainable travel modes.

The above should be provided in a travel plan statement specifically related to the nursery. This should be submitted for review by the LHA.

Further information is available at:
www.nottinghamshire.gov.uk/media/ithg0313/travelplanguidance.pdf

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
19 March 2026	**Robert Smith**	**SD**	**13 April 2026**