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/2026/016733
Your ref: AVA/2026/0194
Date: 14 April 2026

Dear Ms Anthony,

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

PROPOSAL: Application for a Lawful Development Certificate for a proposed use of Unit 3, 3 Wimsey Way, Alfreton Trading Estate, Alfreton for use Class E(g)(iii) - Industrial processes

LOCATION: MEDEQUIP UNIT 3 ELITE CONSTRUCTION C N R LTD Wimsey Way Somercotes Alfreton Derbyshire DE55 4LS

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.

This application seeks a lawful development certificate for the proposed use at Unit 3 Wimsey Way, Alfreton Trading Estate.

The unit has previously been occupied by Medequip Assistive Technology Limited. Medequip stored, repaired, maintained, collected, cleaned, serviced, and recycled medical homecare equipment and associated administration thereof, activities falling within Use Classes B8 and E(g). The unit also incorporated a shop facility, which was open on weekdays for the public to view or purchase items direct. The applicant states that the retail function was ancillary to the main, lawful use of the premises.

The proposed use of the premises, by the applicant company, would be similar to the existing use, with the factory shop element occupying some 7,140 sq ft (32%) of the overall 21,768 sq ft premises.

No information is provided on the application form to confirm the floor area of the factory shop operated by the previous occupant of the unit. The highway authority is therefore unable to determine whether the applicant proposes an increase in factory shop floor area and whether, if so, the resulting factory shop could be regarded as ancillary to the unit. Further details are required.

The highway authority would also appreciate the Local Planning Authority's view on whether the proposed factory shop, given its scale, would be ancillary to the established use or, if considered too large, whether it should be treated as a separate retail use and therefore require a change of use planning application.

On-street parking takes place in the vicinity of the site, with parking occurring along the site frontage, including on the footway, despite the existing waiting restriction which seeks to prevent parking between 8am and 6pm Monday to Saturday. Such activity obstructs the footway and, in conjunction with parking that takes place on the eastern side of Wimsey Way, reduces Wimsey Way to single lane working along the bend adjacent to the site. It also adversely affects visibility to and from the site access and along Wimsey Way. If such on-street parking continues, and/or is exacerbated by the proposed use, the resulting conditions could be detrimental to highway and pedestrian safety.

The applicant has provided no information to confirm car parking and servicing space demands for the proposed use. Commercial operators should have a good understanding of the needs of their business and will determine how land under their control could be managed. In this instance, the highway authority notes the applicant's intention to relocate their production areas and factory shop from their current premises on Birchwood Way, Somercotes. It would therefore assist if the applicant could provide information on the parking and servicing demands associated with such facilities to allow the highway authority to consider whether the application site has sufficient parking, servicing, and manoeuvring space for the proposed uses.

Having regard to the above, the highway authority recommends that this 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; 14/4/26.