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: Steve Dudhill
Our ref: AVBC/2026/017598
Your ref: AVA/2026/0350
Date: 19 June 2026

Dear Ms Anthony,

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

PROPOSAL: Proposed change of use of premises from use Class B2 to Sui Generis comprising factory and service areas, warehouse and Factory Shop.

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 determination of this planning application should be deferred pending the submission of additional information.

Background

This application seeks permission for the change of use of premises at Unit 3, Wimsey Way, Somercotes from use class B2 to a sui generis use comprising a factory, service areas, warehouse, and factory shop.

The application is supported by a covering letter, location plans, a proposed floor plan, a planning, design, and access statement (PDAS), and a transport statement (TS).

Existing Unit

Unit 3 is located on the western side of Wimsey Way and has a gross internal floor area of 2022m² with parking and servicing available to the front, rear, and northern sides of the building.

The unit has previously been occupied by Medequip Assistive Technology Limited, who 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, smaller than that proposed by the current application.

No information is provided 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 the scale of increase in factory shop floor area. Further details are required.

Proposed Development

A factory shop has formed part of the local operation since 2005, initially from the applicant's Wimsey Way head office and more recently from premises on Birchwood Way, which is due to close with the factory shop relocating to the application site and other uses being accommodated in a new warehouse on the Clover Nook Industrial Estate.

The PDAS states that the proposed factory shop would occupy some 660 sq m (approximately 33%) of the overall 2022 sq m premises. However, scaling from the submitted floor plan shows that the factory shop and what would appear to be its ancillary toilet/staff facilities have a greater floor area. The applicant should review and confirm the floor areas.

Unit 3 would operate from 6:30am to 5:30pm. The factory shop would open on Tuesday and Thursday between 12:00 and 20:00 and on Saturday between 10:00 and 16:00.

The PDAS states that the immediate proximity of the head office provides direct access to its facilities and services for staff which will eliminate the need for any car journeys between the two units. Full-time staffing at Unit 3 would be limited to approximately seven people and day-to-day staff parking demand at the site would therefore be modest in the context of the available on-site provision. There also remains the option of accommodating staff parking at the head office site, further reducing any potential requirement for on-street parking.

Reorganisation of the service yards allows provision of 54 car parking spaces, 2 disabled spaces, and 3 servicing bays for 3.5 tonne vans. The servicing requirements are limited to one daily drop-off and pick-up by courier partners using standard 3.5 tonne vans, together with a weekly drop-off and pick-up using a 3.5 tonne curtain-sided vehicle.

All loading and unloading would take place to the rear of the building using the dedicated loading and unloading area shown on the submitted plan.

A secure cycle storage area is also to be provided.

Transport Statement (TS)

The highway authority has the following observations on the TS, using the TS section numbers for reference, where appropriate.

Section 4

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 justify the need for, and provision of, 56 car parking spaces within the site or to confirm car parking and servicing space demands for the proposed use.

No data is provided on the likely traffic flows associated with the proposed change of use.

Whilst the provision of 56 car parking spaces exceeds the level of demarcated provision currently within the site, the highway authority is concerned that such a level of provision cannot be achieved with parking spaces of appropriate dimensions, and that provision of 56 car parking spaces could adversely affect the manoeuvring of service vehicles (see later).

In this instance, the highway authority notes the applicant's intention to relocate their production areas and factory shop from the current premises on Birchwood Way. 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.

Section 6

The opening hours of the factory shop extend beyond those times when the waiting restrictions on the site frontage are in operation i.e. after 6pm on Tuesdays and Thursdays. They also span peak periods during the working day. Should peak parking demands exceed the level of parking provision practically available within the site, the proposed change of use could exacerbate on-street parking to the detriment of highway safety.

Section 7

The TS does not consider refuse vehicle access, which is not accounted for on the site layout plan (see later).

Section 9

Reference is made to a comparable operation at Winnington Business Park but no detailed information on that site is provided in the TS to allow the highway authority to determine whether the site is an appropriate comparator or to interrogate data on parking provision or demands at that site.

Section 10

Having regard to the above and the following observations, the highway authority does not accept the conclusions to the TS.

Further information is required, as set out in these observations, to allow the highway authority to fully determine the likely transport impacts of the proposed change of use.

Site Layout and Access

The 6 parking spaces located along the northern face of the building reduce the adjacent aisle width to circa 3.5m, which is below the normal requirement for fire access (3.7m) and suitable only for single lane use.

The 6 parking spaces located along the western face of the building have lengths of only 4.8m, whereas lengths of 6m should be used for car parking spaces which are parallel to their aisle. The most northern of those spaces could create difficulties for service vehicles turning between the western and northern aisles. Not all the parking spaces along the western face of the building could therefore be used.

The TS states that all loading and unloading would take place to the rear of the building. However, the applicant has not demonstrated that there is sufficient space within the rear service yard for service vehicles to turn to manoeuvre to and from the service doors, clear of parked vehicles, and to enter and leave the service yard in forward gear. Nor has the applicant shown that car parking bays and aisles in the service yard would not be obstructed by service vehicles using the loading bays.

The site layout plan shows no provision of waste storage or collection facilities. Nor has the applicant demonstrated that a refuse/waste disposal vehicle could enter, turn within, and leave the site in forward gear.

Swept path plots should be provided to show access and on-site turning movements for the largest vehicles anticipated to visit the site.

Addressing the above issues could result in a reduction in the number of parking spaces below the level currently proposed which would require a revised site layout plan and, in accordance with the earlier observations on the TS, would need to be justified.

The two proposed disabled parking bays should be located close to the pedestrian access to the factory shop where they are likely to have greater utility.

The site would rely only on use of the northernmost site access from Wimsey Way. The existing southern access, formed by radius kerbs, should therefore be replaced

by a continuous footway with full height kerbs to improve pedestrian priority and safety. This requirement could be secured by planning condition.

Conclusion

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; 19/6/26.

CONTROLLED