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: Robert Smith
Our ref: AVBC/2026/017711
Your ref: AVA/2026/0366
Date: 24 June 2026

Dear Laura Anthony,

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

PROPOSAL: Change of use of former office building and car park to create self-storage building Class E (B8 storage) along with drive up storage units and containers.

LOCATION: Asher House Asher Lane Business Park Asher Lane Hammersmith Ripley Derbyshire

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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 submission of additional information.

Background

This planning application seeks permission for the change of use of an office building and 99 space car park to create a self-storage building Class E (B8 storage) along with drive-up storage units (4no.) and storage containers (66no).

The current use is noted as Class E (office) in the Design and Access Statement (DAS), with the existing building having a floor area of circa 2321m^2.

The application form states that the total proposed internal floorspace would be 6751m^2. However, the proposed storage containers and units appear to have a gross floor area (GFA) of circa 1080m^2, whilst the existing building is noted as

having a GFA of circa 2321m^2. Based on the above, a GFA of 3401m^2 would appear to be proposed. Clarification is required.

It is not clear precisely what use is intended for the existing building, with the submitted plans showing limited detail of alterations to the internal layout. Further information is required.

Site Access

The site will use the existing access located off a private service road that leads onto Asher Lane. Geometry and visibility at both the access to the private service road and Asher Lane are considered acceptable.

New gates proposed to the existing access are located a sufficient distance within the site to enable a car to pull off the private service road prior to the gates being opened.

Site Layout

The DAS notes that the storage units will have a minimum 6m separation to allow vehicles to pass. This width would be reduced when containers are in use, with vehicles parking adjacent containers to load and unload. However, this is not considered to result in a highway safety concern.

Parking provision on the site would be reduced from 99 spaces to 5 spaces due to the car park accommodating the proposed storage containers and drive-up units.

Parking outside the storage containers and units whilst loading and unloading would minimise the requirement for separate car parking provision. However, only 5 spaces are proposed for the existing building which has a floor area of circa 2321m^2.

The applicant should provide a minimum level of parking provision which will avoid the risk of on-street parking which could adversely impact highway and pedestrian safety. The applicant should provide evidence to demonstrate an appropriate level of the provision. Trip rate and parking accumulation should either be derived from first principles or from existing data, for example: using the TRICS Database or by comparison with land uses of similar size and geographic circumstance.

The LHA also has concerns over the location of the new ramp to serve the roller shutter doors to the building and how this will function. Sufficient space should be provided to enable vehicles to park and not block access. Due to the confines of the site, it is not clear how this will work in practice.

A new 2.4m high mesh fence is proposed to the site perimeter. This is not considered to affect visibility for vehicles leaving the site onto the private service road or at the access to Asher Lane.

In line with paragraph 4.7.1 of the LHA's Parking Guidance for New Developments (PGND) sheltered, secure and accessible cycle parking should be provided at or near the front door of the building. The quantum of spaces must reflect the requirements of Local Transport Note 1/20.

Trip Generation

It is not clear from the limited information submitted, whether the proposed development will result in a change in traffic movements to and from the site. The applicant should provide analyses which compare the established use with that proposed.

Whilst both general warehousing and self-storage fall within Use Class B8, they are materially different in operational and transport terms. Self-storage facilities typically generate a higher number of short-duration customer trips, primarily by private car and light van. The DAS notes that no heavy goods vehicle (HGV) movements are anticipated beyond the initial delivery and arrangement of containers. However, HGVs do access self-storage container units – for example, in association with house contents storage during house relocations. As the proposed development would fall within the B8 use class, on-site activities could change to those associated with standard warehousing storage/distribution uses.

It is therefore necessary to assess trip generation, vehicle activity, and internal circulation demand arising from the proposed use and whether it can be safely and sustainably accommodated. This includes consideration of the adequacy of the existing access arrangements, the suitability of the surrounding highway network, and the ability of the site layout to safely accommodate vehicle manoeuvring, loading, and parking without conflict.

To undertake a robust assessment of the proposal development, the following information is required:

- A technical assessment of the entire site.
- Hours of operation of the extant use compared to those of the proposed uses.
- Traffic movements associated with the extant and proposed uses at the site and to and from the wider highway network.
- Forecast trip generation for the extant and proposed uses, including a B8 storage/distribution use.
- Comparison of the above and how any potential increase could be adequately mitigated.
- Demonstration of how the site will operate in practice.
- A site layout and logistics plan showing access, circulation, parking, loading, and turning arrangements.
- Swept path analysis to demonstrate safe and unobstructed vehicle movements for HGVs and other large delivery vehicles.

The above issues should be addressed in a highway technical note.

Sustainable Travel

Due to the nature of the proposed development, it is considered likely that most trips associated with the site will be undertaken by private vehicles.

Conclusion

The LHA does not consider that the application as submitted fully assesses the highway impact of the proposed development. Further information is required as set out in this response.

The LHA therefore recommends that this application should not be determined until the applicant has submitted further information which satisfactorily addresses the above issues.

The LHA will comment again following receipt of further information.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
11 June 2026	**Robert Smith**	**SD**	**24 June 2026**