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/2026/016781/R2
Your ref: AVA/2026/0186
Date: 21 July 2026

Dear Alfia Cox,

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

PROPOSAL: Proposed Industrial Units x 3

LOCATION: Land at Wesley Street Wesley Street Langley Mill Derbyshire

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Derbyshire County Council, the Local Highway Authority (LHA) 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, has no objection subject to planning conditions and a financial obligation being imposed should planning permission be granted.

Background

The LHA's most recent observations on this planning application were issued on 11/6/26. The applicant has submitted revised plans and a Highway Technical Note (HTN, dated 24/6/26).

Proposed Development Scale

The scale of development has been reduced, from three to two B2 industrial units, reducing the gross floor area to 938m^2 from 1,205m^2.

Swept Path Analysis

The applicant has previously submitted swept path analyses (Ref: RHC-26-037-01b and RHC-26-037-02) which showed both rigid and articulated heavy goods vehicles

(HGVs) entering, turning within, and leaving the site in forward gear together with manoeuvring around the bend on Wesley Street between the site and the publicly maintainable highway.

HTN Appendix B provides an additional swept path analysis plan (Ref: RHC-26-037-03) illustrating HGVs travelling in the outbound direction around the Wesley Street bend. Whilst rigid HGVs can manoeuvre around the bend, articulated HGVs would be required to cross into the opposing lane on Wesley Street when leaving the site. Whilst it is appreciated that this is an existing service access to the adjacent supermarket and is not adopted highway, a road marking/lining scheme should be provided to reduce the risk of vehicle conflicts at the bend.

Site Layout

HTN Appendix C presents an updated site layout plan (Ref: DB/JM/26/226/01c). The amended plan largely addresses previous comments made by the LHA, providing:

- A revised bin store location.
- A revised secure and undercover cycle storage location, more convenient to and visible from the proposed commercial units.
- A reduced level of parking provision, due to the reduced scale of development to 23 car parking spaces (including 2 disabled spaces).

The amended site plan has not shown:

- Provision for pedestrians to stand clear of the carriageway on Wesley Street, the HTN noting that pedestrian access is proposed to Bridge Street. This is acceptable in principle, given that surrounding footpaths provide a more suitable option for pedestrians rather than use of Wesley Street which has no footway provision. However, such an access has the potential to give rise to additional parking on Bridge Street to the detriment of highway safety and residential amenity. To mitigate this impact, the LHA recommends that the applicant should fund a traffic regulation order (TRO).

  The implementation of a TRO involves significant time and financial investment, typically incurring costs ranging from £7,000 to £8,000 with the TRO process taking around 8 months to complete. Following this, the installation of associated signing and lining can take up to a further 3 months subject to the availability of resources. These are average timescales and costs. More complex TROs may require longer processing times and incur higher costs.

  The actual outturn costs would be at the applicant's expense and should be secured by means of a planning obligation in an appropriate legal agreement. Details of the TRO can be secured by planning condition.

- A separate loading area for each unit, with a single loading bay currently provided for the two units. However, there would appear to be sufficient space within the site to accommodate an additional loading bay in front of the

loading access to Unit 1, without obstructing the proposed car parking and manoeuvring space. This can be secured by planning condition.

Internal Layout

The HTN includes an assessment of parking demand using TRICS Database data. The LHA is satisfied that the level of parking provision, 23 spaces (including 2 disabled spaces), is sufficient for the scale of the proposed development.

Sustainable Travel

The site would, in-principle, be sustainably located in relation to existing active travel and public transport networks, including bus and rail services, but only if it has suitable pedestrian and cycle connections. Whilst the absence of a footway along Wesley Street is not ideal, there are opportunities for non-car modes to access the site, with the introduction of the pedestrian access to Bridge Street and existing footpaths in the immediate vicinity of the site.

The HTN includes an assessment of nearby bus stop infrastructure. The HTN confirms that the bus stop adjacent to the junction of Cromford Road and Bridge Street, on the western side, has a pole, flag, and timetable cases with a covered bus shelter. On the eastern side no shelter is provided. However, due to the limited footway width it is considered unlikely that a shelter could be facilitated. Along Station Road the existing nearby bus stops in both directions have shelters.

Construction Impacts

A construction traffic management plan will be required. Details can be secured by planning condition.

Public Rights of Way (PRoW)

Aldercar and Langley Mill Footpaths No. 7 and 57 run adjacent to the site. Consideration should be given to the safety of the public using the paths. Private rights must not derogate the rights of the public to use the paths. The following general guidance is advised:

- The footpaths must remain open, unobstructed and on their legal alignments.
- There should be no disturbance to the path surfaces without prior authorisation from the County Council's PRoW team.
- Any changes to the path surfaces would need to be agreed by the County Council's PRoW team.
- Any access considered would be required to not obstruct the PRoWs and not open onto the paths.
- Consideration should be given to the safety of members of the public using the paths during and after the works. A temporary closure of paths may be permitted on application to the County Council where the paths remain unaffected on completion of the development.

- There should be no encroachment of the paths, and no fencing should be installed without consulting the County Council's PRoW team.

Conclusion

Subject to appropriate mitigation, the LHA considers that the proposed development would not give rise to an unacceptable impact on highway safety or a severe residual impact on the road network. The proposed development would therefore, following mitigation, be acceptable in the context of paragraph 116 of the National Planning Policy Framework.

Having regard to the above, the LHA would have no objection to this planning application subject to the following planning obligation being secured by legal agreement and the following planning conditions and informatives being attached to the decision notice if planning permission is granted.

Planning Obligation

Funding of the processing of a TRO and the implementation of works to bring the TRO into effect at cost, payment triggers to be determined following identification of the TRO scheme design.

Planning Conditions

The development hereby permitted shall not be occupied until the access, parking, and turning facilities have been provided as shown on drawing number DB/JM/26/226/01 Rev C. Such facilities shall be maintained free of other encumbrances and for their intended purpose for the life of the development.

Reason: To ensure conformity with submitted details.

The development hereby permitted shall not commence until a scheme of road markings and lining around the bend on Wesley Street to the south of the site has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be occupied until the approved works have been implemented in accordance with the approved details to the satisfaction of the Local Planning Authority. The approved scheme shall be maintained for the life of the development.

Reason: To ensure the safe and free flow of traffic along Wesley Street.

Notwithstanding the submitted drawings, the development hereby permitted shall not commence until a plan illustrating an additional accessible loading bay to Unit 1, clear of the parking and associated manoeuvring space shown on drawing number DB/JM/26/226/01 Rev C, has first been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be occupied until the approved scheme has been implemented to the satisfaction of the Local Planning Authority. The approved scheme shall be maintained free of other encumbrances and for its intended purpose for the life of the development.

Reason: In the interest of highway safety.

The development hereby permitted shall not be occupied until sheltered, secure, and accessible cycle parking has been provided as shown on drawing number DB/JM/26/226/01 Rev C. The cycle storage facility shall be maintained for this purpose for the life of the development.

Reason: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (2024).

The development hereby permitted shall not commence until a scheme showing the details of a Traffic Regulation Order on Bridge Street has been submitted to and approved in writing by the Local Planning Authority and an application for processing of the Traffic Regulation Order has been submitted to the Local Highway Authority. Any Traffic Regulation Order scheme subsequently approved following processing of the statutory Order-making procedures shall be implemented within 4 months of the date of the Traffic Regulation Order being sealed.

Reason: In the interest of highway safety.

Prior to commencement of the development hereby permitted a construction traffic management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the demolition and construction period. The plan/statement shall include but not be restricted to:

a. Details of parking of vehicles of site operatives and visitors;

b. Measures to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction;

c. Advisory routes for construction traffic;

d. Locations of site offices/accommodation and for loading/unloading and storage of plant, waste, and construction materials;

e. Methods of preventing mud and dust from being carried onto the highway;

f. Arrangements for turning vehicles;

g. Arrangements to receive abnormal loads or unusually large vehicles;

h. Methods of positively communicating the plan to staff, visitors, and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway during the demolition and construction phases of the development.

Informatives

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but reference is made to “respecting the community”. This says that Constructors should give utmost consideration to their impact on neighbours and the public:

- Informing, respecting and showing courtesy to those affected by the work;
- Minimising the impact of deliveries, parking, and work on the public highway;
- Contributing to and supporting the local community and economy; and
- Working to create a positive and enduring impression and promoting the Code.

The construction traffic management plan should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided, and information shared with the local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties.

This does not offer any relief to obligations under existing legislation.

A Traffic Regulation Order (TRO) may be required. The applicant must submit a scaled plan showing an indicative scheme for the TRO, along with timescales for commencement and completion of the development. The applicant should be aware that the statutory TRO process is not straightforward; involving advertisement and consultation of the proposal(s).

The applicant should allow a minimum of six months between the Highway Authority's TRO team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. The TRO measures cannot be implemented until the TRO has been sealed, and the highway authority cannot always guarantee the outcome of the Order-making process.

The TRO process cannot begin until the appropriate fee has been paid. To arrange for the TRO to be processed, contact the highway authority's Development Implementation team at development.implementation@derbyshire.gov.uk.

The cost of implementing any lining, signing, or resurfacing required by the TRO is additional to the TRO processing fees, which solely cover the administration required to prepare, consult, amend, and seal the TRO.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
25 June 2026	**Robert Smith**	**SD**	**21/7/26**