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/2026/016467/R3
Your ref: AVA/2026/0115
Date: 22 July 2026

Dear Laura Anthony,

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

PROPOSAL: Single-storey extension to an existing paint workshop

LOCATION: Howardson Group Ltd, Howardson Ltd, Ashbourne Road, Kirk Langley, Ashbourne DE6 4NJ

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, has no objection subject to planning conditions being imposed should planning permission be granted.

Background

The Local Highway Authority's (LHA's) most recent observations on the planning application were issued on 3/7/26. Further information has been provided by the applicant, in the form of a revised planning application form and plans.

Application Form

The planning application form confirms 29 existing car parking spaces with 34 proposed car parking spaces, an increase of 5. The existing gross floor area (GFA) has been revised from 5200sq m to 1437sq m, and the total new GFA from 5415sq m to 1652sq m, with the net increase in GFA remaining at 215sq m. There are currently 100 full-time equivalent (FTE) employees with 5 proposed FTE employees.

Notwithstanding the above, the existing block plan shows 45 car parking spaces within the planning application “red line” boundary, compared to the 29 spaces noted on the application form. The proposed block plan shows 50 car parking spaces within the “red line”, compared to the 34 spaces noted on the application form. The increase in the number of parking spaces (i.e. 5 spaces) remains the same.

It remains unclear whether the stated numbers of employees apply to the units within the application site (i.e. units 7/8) or to the wider site. It is assumed that the number of existing employees refers to the wider site, with the proposed development resulting in 5 additional FTE employees.

Car Parking

The proposed block plan includes a series of notes which seek to explain the allocation of car parking within the site.

The notes confirm that units 7/8 (the only units within the “red line” boundary) have 6 car parking spaces plus 3 to 5 motorcycle parking spaces, located in the areas shown on the plan as being occupied by spaces 101 to 109.

The notes confirm that the remaining parking spaces within the “red line” area are allocated to units 1 and 4.

In addition to the above, 20 car parking spaces are shown within the “red line” area adjacent to units 11/12 and the proposed block plan shows an additional 5 parking spaces to the south of units 11/12.

Assessment

From the latest revised information and plans, the highway authority deduces that:

- Unit 1 has 14 parking spaces. (space nos.1 to 14).
- Unit 4 has 13 parking spaces (space nos. 15, 16, 17 to 27).
- Units 2/3, 5/6, 7/8, 9/10 and 11/12 all share the remaining parking provision (space nos. 28 to 114).
- 5 additional parking spaces are proposed (space nos. 115 to 119).

Secure covered cycle parking is now shown on the proposed block plan.

Based on the above, units 7/8 (the only units within the “red line” boundary) have 26 car parking spaces plus 3 to 5 motorcycle parking spaces, located in the areas shown on the plan as being occupied by spaces 75 to 94 and 101 to 109, with 5 additional spaces (no.115-119) proposed being the total to 31 spaces plus 3 to 5 motorcycle parking spaces.

The proposal for additional commercial floor space and staffing would ordinarily suggest the need for an increase in car parking and servicing provision.

The proposal now demonstrates 5 additional parking spaces within the “red line” area.

Parking takes place in several areas within the site, and occupancy of the allocated spaces appears high. There is no indication whether the level of available parking provision is adequate for the established uses or whether it can accommodate the proposed development.

The LHA’s Parking Guidance for New Developments (PGND) requires that developers should provide a level of parking provision which will avoid the risk of on-street parking which could adversely impact highway and pedestrian safety.

Whilst the applicant has failed to provide any evidence to demonstrate the appropriateness of the levels of car parking provision. Based on the proposal resulting in an additional GFA of 215sq m of B2 use, with 5 additional FTE employees, and the provision of 5 additional car parking spaces, the LHA considers that the impact of the proposed development on highway safety would not be unacceptable.

Conclusion

Having regard to the above, the highway authority would have no objection to this planning application subject to the following recommended planning conditions being attached to the decision notice should planning permission be granted.

Planning Conditions

The development hereby permitted shall not be brought into use until the parking and turning facilities have been provided as shown on the Proposed Block Plan, received by the highway authority by email dated 14/7/26.

Reason: To ensure conformity with submitted details.

No part of the development hereby permitted shall be brought into use until provision has been made within the application site for secure, covered cycle parking, secure cycle equipment storage, and electric vehicle charging facilities in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall not thereafter be used for any other purpose and shall be maintained for the life of the development.

Reason: In the interest of highway safety and furthering travel by sustainable modes.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
15 July 2026	Robert Smith	SD	22 July 2026