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: Robert Smith
Our ref: AVBC/2026/017711/R2
Your ref: AVA/2026/0366
Date: 28 July 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 & 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, has no objection subject to planning conditions being attached to the decision notice should planning permission be granted.

Background

The Local Highway Authority's (LHA's) most recent observations on this application were issued on 8/7/26. The applicant has submitted further information in the form of a Highway Technical Note (HTN; Ref: RHC-26-095-TN, dated July 2026).

This planning application seeks permission for the change of use of an office building and 99 space car park to create a Class E (B8 storage) self-storage building, with 205 storage units, along with 4 no. drive-up storage units, and 66 no. storage containers.

Highway Technical Note (HTN)

The LHA has the following observations on the HTN.

Traffic Generation

Existing

The HTN notes that the existing lawful use of Asher House is office accommodation, with a gross floor area (GFA) of 2,321m^2. The HTN analyses trip rate data from the TRICS Database to estimate the traffic flows likely to be generated by the existing use.

The LHA concurs with the findings of HTN Table 1 i.e. that the existing land use could generate circa 50 two-way vehicle movements during the weekday AM peak hour and circa 63 two-way vehicle movements during the weekday PM peak hour. Over a 12hr weekday period (07:00-19:00) the site could generate circa 388 two-way vehicle movements.

Proposed

The proposed development will see:

- Conversion of the 2,321m^2 office building into a self-storage use comprising 205 small lockable units.
- Four additional storage units along the southern boundary of the site with a total GFA of 100m^2.
- The existing car park will also accommodate 66 shipping containers used for storage, each with a GFA of approximately 14m^2.
- The total GFA of the proposals equates to approximately 3,345m^2.

The LHA concurs with the findings of the HTN Table 2 i.e. that the proposed development is likely to generate circa 13 two-way vehicle movements during the weekday AM peak hour and circa 8 two-way vehicle movements during the weekday PM peak hour. Over a 12hr weekday period (07:00-19:00) the proposed development could generate circa 176 two-way vehicle movements.

Based on the above the LHA is satisfied that the proposed development will not result in an increase in traffic generation at the site relative to the established use.

Site Operation, Layout and Parking

The HTN notes that the site will provide access via a coded gate to prevent unauthorised access.

Loading/unloading associated with the storage units within the car park is expected to occur directly outside of those units. Loading/unloading associated with the building will be via the parking bays adjacent to the building or via the loading ramp.

Swept Path Analysis

Swept path analysis, drawing no. RHC-26-095-01 (HTN Appendix D) demonstrates a 7.5t van manoeuvring through the site, entering and leaving the site in forward gear. Whilst the swept path plan does not show a car using the ramp to the building there appears to be sufficient space with the site.

HGV Provision

The HTN acknowledges that that HGVs may occasionally access self-storage facilities. The LHA is minded to agree with the HTN that such vehicles are likely to be infrequent and are not representative of the day-to-day operation of a self-storage facility, in view of the relatively small GFA of each of the individual units.

Parking Accumulation

Parking Accumulation Assessment (Table 4 of the HTN) demonstrates that the 9 proposed car parking spaces are sufficient. Whilst parking is shown as being at maximum capacity at 13:00, the assessment considers parking demand across the site as a whole, rather than solely the parking associated with the 2,321m^2 building. On the basis that loading/unloading associated with the outside units will likely take place directly outside those units the level of parking provision is therefore considered acceptable.

Cycle Parking

Cycle parking is proposed adjacent to the building entrance and is considered acceptable.

Conclusion

Based on the analysis of the information submitted and a review of Local and National policy the LHA considers that the impact of the development on highway safety would not be unacceptable and the impacts on the road network would not be severe.

The LHA would therefore have no objection to this planning application subject to the following planning conditions being attached to the decision notice if planning permission is granted.

Planning Conditions

The development hereby permitted shall not be brought into use until the access, parking, and turning facilities have been provided as shown on drawing number DB/RB/26/255/01 Rev A to the satisfaction of the Local Planning Authority. Such facilities shall be maintained for the life of the development.

Reason: To ensure conformity with submitted details and in the interest of highway safety.

The development hereby permitted shall not be brought into use until sheltered, secure, and accessible cycle parking has been provided as shown on drawing RHC-26-095-01 (Appendix D of the Highway Technical Note). 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).

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
10 July 2026	**Robert Smith**	**SD**	**28 July 2026**