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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RIPLEY
Derbyshire
DE5 3XE

Highway Officer: Robert Smith
Our ref: AVBC/2026/017679/R2
Your ref: AVA/2026/0362
Date: 30 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 car sales building and yard to create self-storage building (B8 storage) along with drive up storage units and containers

LOCATION: TA Perrys Motor Sales Ltd, Perrys Motor Sales Ltd, Cotes Park Lane, Somercotes, Alfreton DE55 4GR

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 and informatives 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-26-096-TN, dated July 2026).

This planning application seeks permission for the change of use of a former car sales building and yard (Sui Generis with elements of B2 car repairs and maintenance and A1 retail) to create a self-storage building (B8 storage) containing 125 individual self-storage units along with drive-up storage units (20 no.) and containers (67 no.).

Highway Technical Note (HTN)

The LHA has the following observations on the HTN.

Accesses

Northern Site Access

The northern access is to be closed as part of the proposed development, in accordance with previous LHA comments. This is illustrated on drawing DB/RB/26/251/01 Rev C (HTN Appendix B).

Cotes Park Lane Access

The HTN includes swept path analyses, illustrated on drawing RHC-26-096-02 (HTN Appendix C). The analysis demonstrates that two 3.5 tonne vans can pass simultaneously at the Cotes Park Lane Access.

Gates associated with the access are set back in excess of 8m from the nearside carriageway edge, sufficient to enable a Luton box van to wait clear of the carriageway prior to the gates being opened.

Private Service Road

The HTN includes swept path analysis of a Luton box van, illustrated on drawing RHC-26-096-01 (HTN Appendix D). The swept path plot demonstrates that such vehicles can enter, turn within, and leave the site in forward gear.

The service road is not publicly maintainable highway and the access from the service road is already gated. This means that the LHA cannot issue a formal objection on highway and pedestrian safety grounds.

The location plan does not include the private service road within the applicant's control, the Local Planning Authority (LPA) should satisfy themselves that the applicant has an appropriate means of access, via provision of a revised site location plan.

Traffic Generation

Existing

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 31 two-way vehicle movements during the weekday AM peak hour and circa 25 two-way vehicle movements during the weekday PM peak hour. Over a 12hr weekday period (07:00-19:00) the site could generate circa 268 two-way vehicle movements.

Proposed

The proposed development will see:

- Conversion of the 1,220m^2 building into a self-storage use comprising 125 small lockable units

- 20 additional storage units along the western boundary of the site with a total GFA of 361m^2.

- The existing car park will also accommodate 67 shipping containers used for storage, each with a GFA of approximately 14m^2.

- The total GFA of the proposals equates to approximately 2,675m^2.

The LHA concurs with the findings of the HTN Table 2 i.e. that the proposed development is likely to generate circa 8 two-way vehicle movements during the weekday AM peak hour and circa 11 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 109 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, added by the removal of five spaces previously proposed in front of the building.

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 size of each of the individual units.

Parking Accumulation

Parking Accumulation Assessment (Table 4 of the HTN) demonstrates that the 22 proposed car parking spaces are sufficient. The assessment considers parking demand across the site as a whole, rather than solely the parking associated with the 1,220m2 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. This is illustrated on drawing DB/RB/26/251/01 Rev C (HTN Appendix B).

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 and informatives being attached to the decision notice if planning permission is granted.

Planning Conditions

The development hereby permitted shall not be brought into use until highway improvement works comprising the provision of full height kerbs and footway at the existing northern site access to the B600 Nottingham Road have been implemented to Highway Authority specification to the satisfaction of the Local Planning Authority.

Reason: In the interest of highway safety.

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/26/251/01 Rev C (Appendix B of the Highway Technical Note) to the satisfaction of the Local Planning Authority. Such facilities shall be maintained free of encumbrance to their intended use 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 DB/RB/26/251/01 Rev C (Appendix B 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).

Informatives

Planning permission does not convey consent to work on or adjacent to the public highway.

Prior to any works commencing on site, including demolition works, the developer must obtain the highway authority’s consent.

The developer must obtain a license under Section 184 of the Highways Act 1980 before commencing any works on the highway.

Details are available at: www.derbyshire.gov.uk/transport-roads/roads-traffic/licences-enforcements/vehicular-access/vehicle-accesses-crossovers-and-dropped-kerbs.aspx or email highways.hub@derbyshire.gov.uk.

The development hereby permitted and its associated highway works are likely to impact on the operation of the highway network during construction (and any demolition required). The developer is advised to contact the Highway Authority's Network Management Team at www.derbyshire.gov.uk/transport-roads/roads-traffic/roadworks/roadworks.aspx a minimum of eight weeks prior to any activity on site, to discuss any temporary traffic management measures required, such as footway and/or carriageway closures or temporary parking restrictions, to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

The deposit of mud or other items, and/or the discharge of water, onto the public highway are offences under Sections 149 and 151, Highways Act 1980. The applicant, any contractors, and the owner/occupier of the land must therefore ensure that nothing is deposited on the highway, nor that any soil or refuse etc is washed onto the highway, from the site. Failure to prevent this may force the highway authority to take both practical and legal action (which may include prosecution) against the applicant/contractors/owner or occupier of the land.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
24 July 2026	**Robert Smith**	**SD**	**30 July 2026**