Response provided under the delegated authority of the Executive Director for Place

Planning Manager
Amber Valley Borough Council
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Highway Officer: Robert Smith
Our ref: AVBC/2026/018359
Your ref: AVA/2026/0480
Date: 12 August 2026

Dear Rebecca Godson,

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

PROPOSAL: Extension to existing care home

LOCATION: Wheathills House Residential Home, Brun Lane, Kirk Langley, Ashbourne DE6 4LU

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 the submission of additional information.

Background

This planning application seeks permission for the extension to an existing care home.

Traffic Impact

It is considered unlikely that the traffic generated by the proposal would result in an unacceptable impact on highway safety or severe residual impacts on the road network beyond the immediate site access.

Assessment

The Planning Statement (PS) states that the existing site access arrangements are to remain unchanged. The Local Highway Authority (LHA) is satisfied that the existing site access arrangements are acceptable.

The proposal will result in an additional 8 bedrooms. From the proposed plan, it is assumed that the care home currently has 29 bedrooms. The application form notes that the proposal will generate 6 full-time employment positions, in addition to the existing 20 full-time and 12 part-time positions, resulting in 26 full-time and 12 part-time employment positions as a result of the proposed development.

The above would ordinarily suggest the need for an increase in car parking and servicing provision.

The application form states that site currently has 10 parking spaces, with this increasing to 20 spaces in association with the proposed development.

PS paragraph 3.4 notes that '*the extension would in part be constructed on an existing frontage forecourt, which is currently used for parking. It is therefore proposed to provide 12 new spaces on a former tennis court'*. PS paragraph 5.17 notes that '*the proposed extension would result in the loss of approximately two surface parking spaces within the forecourt and would add 8 bedrooms to the care home'*.

The proposed block plan illustrates only 12 car parking spaces. Details are required to show the layout of the proposed car parking provision.

PS paragraph 5.17 states that '*the proposals include an additional 12 parking spaces on the former tennis court, which provides sufficient additional capacity to serve the increase in bedrooms and sufficient compensation for the lost spaces on the forecourt'*. No assessment has been undertaken to support this.

Whilst it is considered that commercial operators should have a good understanding of the needs of their business, in line with the LHA's Parking Guidance for New Developments (PGND), the applicant should provide a minimum level of car parking, servicing, and turning space which will avoid the risk of on-street parking which could adversely impact highway and pedestrian safety.

The applicant should therefore provide evidence to demonstrate the appropriateness of the car parking and servicing provision. Car parking accumulation estimates should either be derived from first principles or from existing data. For example: using trip rates from the TRICS Database or by comparison to land uses of similar size and geographic circumstance.

The above should be addressed by provision of a highway technical note and amended site layout plan, clearly showing all parking provision.

Conclusion

The LHA does not consider that the application as submitted fully assesses the highway impact of the proposed development and 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
29 July 2026	**Robert Smith**	**SD**	**12 August 2026**