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: Graham Foulkes
Our ref: AVBC/2026/018700
Your ref: AVA/2026/0540
Date: 17 September 2026

Dear Ms Cox,

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

PROPOSAL: Variation of condition 2 of AVA/2021/0451 to change now a number of the house types and parts of the site layout

LOCATION: Lily Street Farm Derby Road Swanwick Alfreton Derbyshire

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Background

This application seeks to vary planning condition 2 on permission reference AVA/2021/0451. Changes are proposed to several house types and parts of the site layout.

Assessment

The details submitted in support of this application have been compared with those approved under permission reference AVA/2021/0451. Two Block Plans were provided for each application to cover the western and eastern sides of the site. Drawing numbers 21-600-02 Rev C and 21-600-03 Rev B for the permitted scheme and drawing numbers 21-600-02 Rev H and 21-600-03 Rev G for the current application refer.

76 individual plots lose a garage in the current proposal, and on 11 groups of plots where there is a grouping of dwelling changes there is a net reduction of a further 7 garages (6 new garages replacing 13 over the 11 groupings). However, the minimum number of car parking spaces continues to be maintained for each plot, based on the requirements stipulated in the highway authority's car parking guidelines, with 2

spaces for 2- and 3-bedroom dwellings, and 3 spaces for 4 and 4+ -bedroom dwellings.

The loss of garage parking is not therefore a concern as the minimum number of car parking spaces required is not undercut (for example, in most cases a garage provided one more space than the minimum number of spaces required).

No details are provided for any changes that the loss of garage space could mean for cycle parking. Where garages have been removed, the opportunity for use of the garages to accommodate secure, covered cycle parking would be lost, to the detriment of sustainable travel and contrary to the objectives in chapter 15 of the National Planning Policy Framework (NPPF).

Appropriate mitigation should be provided in the form of secure, covered cycle parking and secure cycle equipment storage facilities on each of the affected plots. Details are required.

Conclusion

Having regard to the above, the highway authority recommends that this planning application should not be determined until the applicant has submitted further information which satisfactorily addresses the above issue.

The highway authority will comment again following receipt of further information.

Date Received	Case Officer	Reviewer	Date Issued
26 August 2026	**Graham Foulkes**	**SD**	**17/9/26**