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: Jenny Rhodes
Our ref: AVBC/2025/015053/R2
Your ref: AVA/2025/0598
Date: 14 October 2026

Dear Mr Shaw,

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

PROPOSAL: Construction of additional commercial space attached to existing unit

LOCATION: Unit 10, Wimsey Way, Somercotes, Alfreton DE55 4LS

Derbyshire County Council, the Local Highway Authority (LHA) 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 further information.

Background

The applicant previously proposed the construction of commercial units with a new access onto Wimsey Way. The LHA's previous observations were issued on 10/12/25 and 4/3/26.

Various amended plans and a Design and Access Statement (DAS) were posted on the Local Planning Authority's web portal on 22/9/26. The proposed development now comprises the construction of additional commercial space attached to the existing unit. No new site access is proposed.

The current proposal is for the expansion of the existing commercial facility to provide B8 storage space for additional parts to be stored and distributed from the site. The area of additional floorspace will measure 4000m^2.

Site Access

Para 5.1 of the submitted DAS states that '*access to the site will not be altered and the extension will not have any vehicular access points. The proposals relate to the expansion of the existing facility and there will be no need for vehicles to access the site outside of the current format. There is an established HGV access and loading area to the west side of the building. This will remain in active use and not be altered from the proposed development. The extension will have a number of emergency exits for pedestrian use only.*'

As outlined in the DAS, no new access is proposed. It is considered that the scale of the proposed storage area is likely to increase the number of HGV trips to and from the site and therefore intensify the use of the existing access. The existing access is considered acceptable and, as such, intensification of its use would be unlikely to have an unacceptable impact on highway safety provided that the site has adequate parking and servicing space.

Internal Layout

As outlined above, it is considered likely that there would be an increase in the number of HGV movements to and from the site to serve the additional storage facility. Details should be provided of the total numbers of existing and proposed HGV trips to and from the site and their parking demands. Details should be provided to explain how HGV movements will be managed to ensure that sufficient space is available within the site for the parking and manoeuvring of such vehicles should they need to wait before entering the loading/unloading area.

The applicant should demonstrate that additional HGV parking within the site would not obstruct the site accesses or on-site car parking spaces.

The applicant should demonstrate sufficient turning space within the site to ensure that additional HGVs associated with the proposed development do not give rise to any additional reversing movements to and from Wimsey Way. Swept path plots should be provided.

The proposed warehouse would be constructed over part of the existing rear yard where containers are parked and HGVs manoeuvre. The applicant should confirm where any displaced facilities and/or activity would be accommodated. The applicant should show that the space available to the north of the proposed warehouse, in the rear yard area, would be sufficient to allow HGVs to enter, turn within, and leave the site in forward gear. Swept path plots should be provided.

Staff Parking

Para 5.4 of the DAS sets out the existing parking provision at the site: '*the existing business currently has a total of 71 marked out and available parking spaces, 2 of which are set out as accessible spaces. Having assessed the current usage by staff then the existing parking provision is under utilised by 55%. The assessment of the current usage identifying only a 40% to 45% occupancy at any one time. With the urgent requirement for addition storage at the site a number of temporary containers have been paced at the site within the existing parking provision. This has seen the removal of 11 spaces to the north end of the car park through the placement of the*

temporary containers. This has caused no issue with the parking provision and not caused any requirement for off site parking.'

No independent quantitative evidence, e.g. car parking surveys undertaken over several days, has been submitted to support the DAS. The LHA notes that car parking does take place on Wimsey Way in the vicinity of the site frontage.

Para 5.5 of the DAS continues stating that '*The proposals will allow for the removal of these containers and as a result will bring an additional 11 spaces back in to use. The expansion of the premises will require the addition of up to 8 new full time employees. however with the current usage of parking provision it is considered that with the 11 spaces brought back into use and the over provision for staff parking at the site there are no proposals to add additional parking*.'

No quantitative assessment of the car parking and servicing demands associated with the proposed development has been submitted. The LHA notes that the information referred to in the DAS relates to the existing site user, as opposed to the use. However, it is the parking and servicing requirements of the proposed use that should be assessed.

In line with the LHA's Parking Guidance for New Developments (PGND), the applicant should provide a minimum level of parking provision appropriate to the use which will avoid the risk of on-street parking which could adversely impact highway and pedestrian safety. The applicant should provide evidence to demonstrate the appropriateness of the level of proposed car parking provision. Parking accumulation estimates should be determined from trip rate data, derived from first principles or from existing data, for example: using the TRICS Database or by comparison to land uses of similar size and geographic circumstance. Further information is required to address this requirement.

No secure, covered cycle parking is shown on the proposed site layout plan. Cycle parking details should be shown, the quantum of space to be in accordance with the requirements set out in Local Transport Note (LTN) 1/20. Cycle parking should be located close to the main pedestrian access to the building.

Construction

A construction traffic management plan will be required. Details can be secured by planning condition.

Conclusion

The highway authority recommends that this planning application should not be determined until the applicant has submitted further information which satisfactorily addresses the above issues.

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

Yours sincerely,

Jenny Rhodes
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
29 September 2026	Jenny Rhodes	SD	14 October 2026