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: Jenny Rhodes
Our ref: AVBC/2026/018158/R2
Your ref: AVA/2026/0447
Date: 30 October 2026

Dear Ms Cox,

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

PROPOSAL: Three-storey mixed-use building comprising 2 commercial units (Use Class E) at ground floor level and 8 residential apartments (Use Class C3) on the upper floors

LOCATION: 111 Station Road Langley Mill Derbyshire

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, has the following observations.

Background

The highway authority's previous observations on this planning application were issued on 29/7/26, 13/8/26, and 5/10/26. The applicant's agent has submitted further information by email to the Local Planning Authority (LPA) dated 16/10/26. The LPA, by email dated 23/10/26, has requested the highway authority's response.

Alternative Proposal

The applicant's agent's email requests consideration of the principle of removing the proposed ground-floor commercial units and replacing them with additional residential accommodation. The scheme would then be wholly residential. The number of dwellings and their scale would be subject to design and has not been specified.

The agent considers that the above change would remove the requirement for general vehicular access through the undercroft to the rear of the building, except for emergency vehicles which require access to serve the development on West Street, approved under reference AVA/2024/0737, to comply with Building Regulations. The highway authority understands that the design of the undercroft would accommodate emergency vehicles.

The highway authority's 29/7/26 observations confirmed that a "car free" development would accord with paragraph 4.3.1 of the highway authority's Parking Guidance for New Developments (PGND). Given the removal of the established commercial use, and the location of the site, adjacent to a bus route with frequent services, close to Langley Mill rail station, and with a range of local amenities, and retail, employment, and other facilities within reasonable walking and cycling distances, the highway authority considers that a wholly residential car free development would not give rise to an unacceptable impact on highway safety in this instance.

The above is subject to the proviso that secure, covered, and accessible cycle parking would provided at a rate of 1 cycle space per bedroom, along with secure cycle equipment storage facilities.

A change in the nature of the proposed development would assist i.e. the applicant could come forward with fewer 2-bedroom flats in favour of more 1-bedroom flats, designed for single person occupancy, to reduce car parking demands.

Concerns regarding potential on-street parking might be addressed through a financial contribution for the highway authority to investigate, design, and implement traffic regulation orders if considered necessary. The highway authority could consider such an option further following consultation on any redesigned scheme.

The LPA has enquired about waste collection arrangements. It would be for the applicant to come forward with proposals for waste collection arrangements. If the undercroft is to be designed to accommodate fire appliance access, it could presumably also be designed to accommodate refuse vehicle access, and the applicant should show how such vehicles could gain access to and from the rear of the proposed building. Swept path analyses would be required, for the types of vehicles accessing the site, to demonstrate that vehicles can enter, turn within, and exit the site in a forward gear. The swept paths should be clear of all bin and cycle storage areas.

Vehicular access to the rear of the development via the undercroft would require 2m x 2m pedestrian visibility splays to be provided on both sides of the access at the back of the footway on Station Road, in accordance with paragraph 4.8.1 of the highway authority's Planning, Streets, and Places (PSP) guidance. Such splays must be maintained clear of any object greater than 0.6m in height relative to adjacent footway level.

Details of safe pedestrian routes through the site should also be provided.

The applicant should contact the relevant refuse collection authority or private refuse collection company to establish their requirements as to the method of refuse collection and the number and type of bins. The applicant should also consider

providing a bin collection point near to the highway to negate the requirement for waste collection vehicles to access the site.

The applicant should also provide details of the type and frequency of any service vehicles accessing the rear of the site.

The applicant would need to ensure that measures are in place to prevent car parking from obstructing the service area.

Consideration could be given to ensuring that refuse and service vehicle access is controlled by means of a delivery and servicing management plan, to be secured by planning condition.

Conclusion

The above observations are given without prejudice to the highway authority's consideration of any subsequent development scheme that the applicant may submit.

Further observations will be provided following the submission of more specific development proposals.

Yours sincerely,

Jenny Rhodes
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
23 October 2026	**Jenny Rhodes**	**SD**	**30 October 2026**