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

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Highway Officer: Robert Smith
Our ref: AVBC/2026/016978
Your ref: AVA/2026/0153
Date: 5 May 2026

Dear Laura Anthony,

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

PROPOSAL: Reorganisation of existing waste transfer site to form vehicular parking facility. To include new perimeter security fencing and retaining structure, security lighting and new entrance from Public Highway.

LOCATION: Leedale Ltd Unit 43 Lydford Road Alfreton Derbyshire DE55 7RQ

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 the application is deferred pending additional information.

Background

This planning application proposes the reorganisation of an existing waste transfer site to form a vehicular parking facility, to include new perimeter security fencing and retaining structure, security lighting, and a new entrance from Lydford Road.

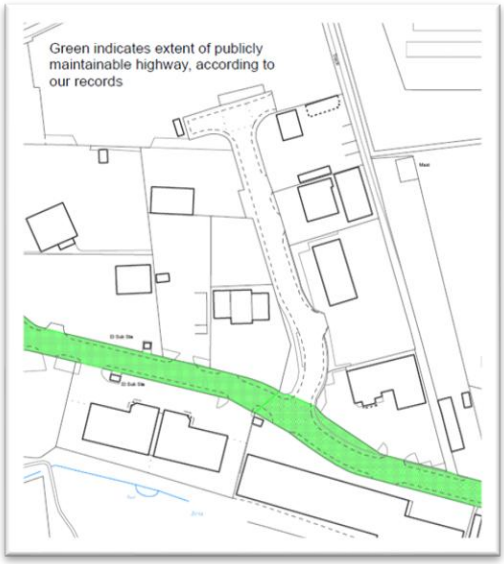
The Planning, Environment, Design and Access Statement (PEDAS) notes that the proposal is intended '*to support the wider business needs in this area*', facilitating parking of heavy goods vehicles (HGVs) before and after being serviced at nearby

facilities on Lydford Road. The scheme will provide additional parking for HGVs, ensuring that vehicles are kept in a safe, secure location and off the public highway.

Application Site Boundary

Conflicting 'red outline' site boundary plans have been submitted. The Location Plan (dated 09/0326) shows a narrow strip of land outside the control of the applicant extending into the site from its northern boundary. The Proposed Site Plan (Ref: DR-A-002-P03) and the Site Location Plan & Boundary Section (DR-A-001-P03) omit this strip. Clarification of the application site boundary is therefore required.

The site is located at the northern end of Lydford Road, an unadopted cul-de-sac forming part of the Meadow Lane Industrial Estate (see extract from highway boundary record below).



Publicly maintainable highway shown in green

The site location plan does not confirm that the applicant has control of the unadopted section of Lydford Road which would provide access between the site and the public highway. The 'red outline' boundary shown on the site location plan should be amended accordingly.

Site Access

A new dropped kerbed access is proposed from the turning head at the northern end of Lydford Road to aid access and egress to and from the site. The existing access arrangements would be closed.

The site layout plan states that access would be by means of a dropped kerb access but instead shows bell mouth radii. Amended details are therefore required.

The site layout plan shows removal of the existing gates at the eastern turning head stub on Lydford Road. No proposal is shown to install footway provision around the redundant parts of the turning head. Details are required.

Access would be by means of a sliding gate located at the site boundary. Gates should normally be placed at a distance from the highway boundary to allow vehicles to wait without obstructing movements on the adjacent road. In this case, the cul-de-sac stub on Lydford Road appears only to serve the site, so the sliding gate location is therefore acceptable.

Internal Layout

The Proposed Site Plan (Ref: DR-A-002-P03) illustrates parking for 51 HGVs and 15 vans. The PEDAS states that '*the site should provide accommodation for the expected numbers of goods vehicles that Transcare will work on at their other sites*' and that '*the proposals fall within the Sui Generis Use Class'*. However, it is not clear how Transcare currently operates. The applicant should provide evidence to demonstrate the appropriateness of the provision.

The PGND states that adequate space for HGVs must be made available within the site boundary, which should not conflict with the proposed parking arrangements. However, due to the level of proposed parking, many vehicles would be blocked by other vehicles, leaving little space for manoeuvring. The applicant should therefore demonstrate, using swept path analyses, that HGVs can enter, turn within, and leave the site in forward gear in areas clear of parked vehicles.

The above issues should be addressed by provision of a highway technical note and amended site layout plan.

The site layout plan indicates that the site will be regraded to slope upwards from the site access to the northern site boundary. This could increase surface water run-off from the site onto Lydford Road. Measures will be required to prevent the unregulated discharge of surface water onto the local road network.

The parking area within 15m of the site access should be hard paved to prevent vehicles from carrying loose material from the site onto Lydford Road.

Details of the above measures should be provided.

Trip Generation

The Local Highway Authority (LHA) has concerns that the proposed change of use will increase the levels of traffic moving to and from the site.

It is not clear from the submission what traffic demands could be associated with the existing and proposed uses. The applicant should provide analyses which compare the established use with that proposed.

Consideration should be given, but not be limited, to the following:

- Hours of operation of the extant use compared to those of the proposed uses.

- Traffic movements associated with the extant use compared to those of the proposed use and how any potential increase could be adequately mitigated.

- Expected frequency of vehicle movements, at the site and to and from the wider highway network, including how the site will operate in practice.

The above issues should be addressed by provision of a highway technical note.

Public Right of Way (PRoW)

Alfreton Footpath No's. 1 and 2 run adjacent to the site.

Consideration should be given to the safety of the public using the paths and private rights must not derogate the rights of the public to use the paths.

The following general guidance is advised:

- The footpaths must remain open, unobstructed and on their legal alignments.

- There should be no disturbance to the path surfaces without prior authorisation from the County Council's PRoW team.

- Consideration should be given to the safety of members of the public using the paths during and after the works. A temporary closure of paths will be permitted on application to the County Council where the path remains unaffected on completion of the development.

- There should be no encroachment of the paths, and no fencing should be installed without consulting the County Council's PRoW team.

Conclusion

The LHA does not consider that the application as submitted fully addresses the highway impact of the proposed development. Further information is required, as set out above.

The LHA therefore recommends that this application should not be determined until the applicant has submitted further details which satisfactorily address 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
15 April 2026	**Robert Smith**		**5 May 2026**