Dice

Ex Leadale Site, Alfreton

Transport Technical Note

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Transport Technical Note

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1. Introduction

1.1.1. This Technical Note has been prepared by Dice Consulting Engineers Ltd (Dice) on behalf of Goodward Construction Ltd (the Applicant), in relation to the change of use of the former Leadale site on Lydford Road, Alfreton, from its present waste and transport services use to an HGV storage compound for use by Transcare, as an extension to its existing site, located to the southeast of the application site.

1.1.2. This document has been prepared to support a planning application to Amber Valley Borough Council (AVBC), acting as the Local Planning Authority and Derbyshire County Council (DCC), acting as the Local Highway Authority for the proposed change of use and access arrangements.

1.1.3. The development scheme will provide additional vehicle parking spaces and capacity for the existing Transcare operations. A new gated access to the site, with a dropped kerb access will be provided with previous access points being extinguished. This approach has been agreed with officers at DCC.

1.1.4. The site location is shown in **Figure 1.1**, below.



Figure 1.1 Site Location Plan

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1.1.5. The area is a well established Industrial Estate, based around Lydford Road, to the north of Alfreton. The specific development site is bounded by a sewage treatment plant to the north, a solar panel farm to the east, commercial properties to the south and a wooded area to the west.

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2. Local Highway Network

2.1.1. The main access to the site is Lydford Road. Lydford Road connects the whole Industrial Estate and is partly adopted highway and partly under private ownership by the land owners. Within the vicinity of the site access, the highway is in private ownership until the priority junction, to a point roughly 140m to the south. The ownership of this highway includes the applicant.

2.1.2. As would be expected of a highway that serves an Industrial Estate, Lydford Road has a wide carriageway of approximately 6.5-7m in width, with appropriate surfacing. It enjoys wide kerb radii at all junctions and appropriate access points for the businesses that it serves.

2.1.3. The site is at the terminal end of Lydford Road, where a formal turning head is provided. This allows access to the existing facility through two gated access points, with kerb radii junction accesses. This will change with the development in place.

2.1.4. Footways are provided alongside the majority of the carriageways, which are lit. There are no parking restrictions within the vicinity of the site and the highway is subject to a 30mph speed limit.

2.1.5. Lydford Road and the remainder of the industrial estate join on to the main highway network via Meadow Lane to the south and Salcome Road, to the east. All vehicle trips associated with the site to the wider highway network will use either route.

2.2. Public Rights of Way (PRoW)

2.2.1. Alfreton footpaths 1 and 2 abut the site but are outside of the site boundary. During any construction and during the operation of the new site, these footpaths will remain open and unobstructed. Any changes or required closure would be communicated with DCC.

2.3. Road Safety

2.3.1. Verified personal injury accident data was obtained for the area immediately surrounding the site for the most recent five-year period (2019–2024) using data published on www.crashmap.co.uk. CrashMap provides a definitive, map-based record of official road collision statistics derived from the Department for Transport's STATS19 database, which is compiled from police records of all personal injury collisions.

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2.3.2. **Figure 2.1** illustrates the collisions recorded within this five-year period in the vicinity of the site, including Lydford Road and the adjoining sections of nearby highways within the industrial estate.

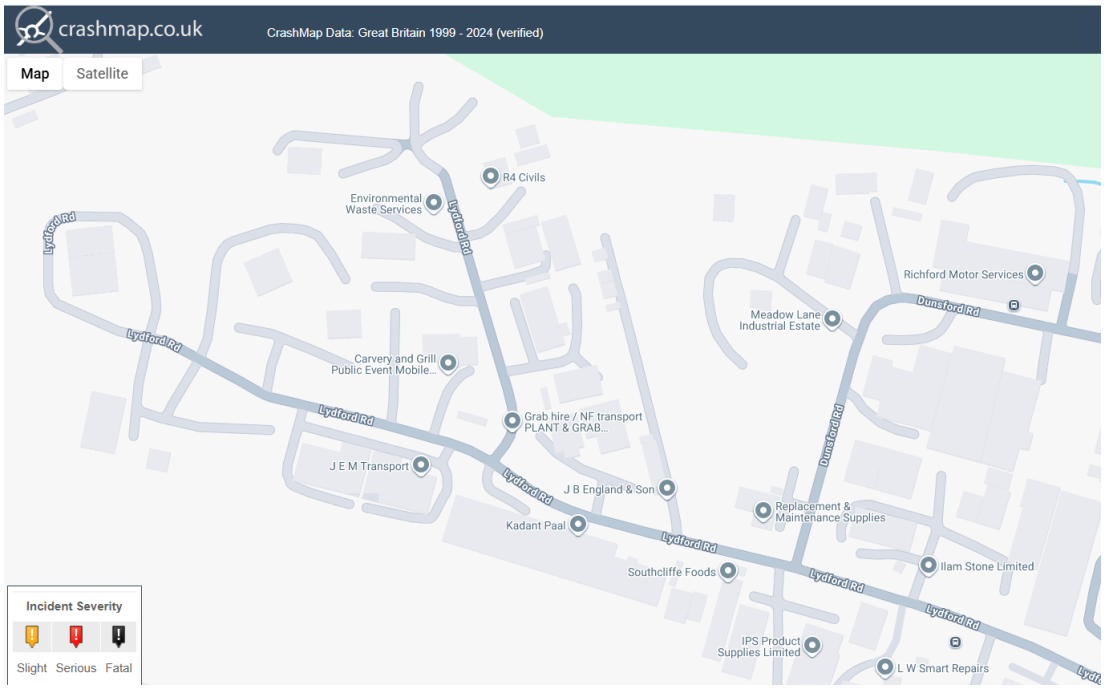


Figure 2.1 Collision Study Area

2.3.3. As shown in **Figure 2.1**, no personal injury collisions have been recorded on surrounding highways during this period. This indicates an absence of any identifiable highway safety issue associated with Lydford Road or any of the surrounding highways.

2.3.4. On the basis of the verified collision records and the lack of personal injury collisions in the vicinity of the site, the data does not indicate any inherent highway safety concern that would be exacerbated by the proposals.

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3. Development Proposals

3.1. Development Proposals

3.1.1. The development will include the clearance of the existing site and its replacement with an area to park HGV's and vehicles that are to be serviced and repaired at the main Transcare site, to the southeast of the proposed development, also located within the same industrial estate.

3.1.2. There will be no permanent staff located at the site, with staff from the existing Transcare site moving the vehicles to and from the development site. A cabin will be provided on site that will be used for security, storage and any electrical fuse boards and similar. There will be no staff amenities, as all staff will be based elsewhere.

3.1.3. The development layout is shown in **Figure 3.1** and **Appendix A**.



Figure 3.1 Proposed site layout

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3.1.4. The opening times of the yard will mirror the existing Transcare facilities, which will be from 07:00-23:00, Monday to Friday, 07:00-16:00 on a Saturday and the site will be closed on Sundays.

3.2. Site Access and Internal Highways

3.2.1. The vehicle access to the site is presently taken from the end of Lydford Road, with two secure, gated accesses.

3.2.2. With the development proposals in place, these existing access points will be extinguished and made good. A new gated access point that will be accessed via a dropped kerb will be located at the head of the turning head at the end of Lydford Road. This has been agreed through comments with officers at DCC.

3.2.3. Any pedestrian access will be through the new gated access. It is however a private close site that will only be accessed by Transcare employees and therefore pedestrian movements will be minimal.

3.2.4. The new site access will be made of bound material for the first 15m, as requested by officers at DCC. It should be noted that the actual adopted highway does not begin until 140m south of the site and therefore the direct site access is actually on to a private highway.

3.2.5. A new palisade fence will be provided around the site for the aid of security and also to ensure the safety of any users of the two PRoWs that run along the perimeter of the site.

3.2.6. It is not expected that parking spaces will be lined within the site, due to the different types of vehicles that will be stored there. Any parking or movements within the site will only be by Transcare employees and vehicles may sometimes be double parked or blocked in but any movements will be kept within the site and away from the public and private highways and again only undertaken by Transcare employees.

3.2.7. All vehicles will be able to enter and exit the site in forward gear, as a 30m turning circle has been included within the internal scheme and will be kept clear at all times. This is shown in **Appendix A**.

3.3. Servicing

3.3.1. No servicing will take place from the proposed development, as there will be no staff based there or refuse bins.

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3.4. Parking

3.4.1. There is no allocated car or cycle parking within the development proposals. All staff that use the development will be based at the existing Transcare facility and there will be no additional staff with the development in place.

3.4.2. The amount of HGV and van parking available within the site is dependent on the vehicle required to be parked within the compound and no spaces will be marked out.

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4. Highway Impact

4.1.1. It is anticipated that there will be no more than 4 vehicle movements per hour at peak times. These movements will be to and from the main site further to the southeast of Lydord Road and are unlikely therefore to affect the wider highway network, away from the industrial estate.

4.1.2. There will be no staff permanently based at the site, with any vehicles being moved by staff based at the main facility.

4.1.3. The proposed yard will only going be used for the storage of trailers and vehicles before and after being repaired in the workshop at the main Transcare site. Movements are therefore directly related to the throughput of the main workshop area and the site does not work in an independent manner.

4.1.4. The site was previously operated by Environmental Waste Services and had permanent staff based on site. The site was formerly used for waste management and transport. It is quite a specialist operation and therefore the TRICS database does not have suitable sites to fully explore the highway impact f the former use. A haulage yard or waste facility are unlikely to give a truly representative trip rate for the former use.

4.1.5. There were anecdotally continual daily HGV movements in and out of the site from the wider highway network, bringing materials in and out of the site, along with staff trips for those that were based at the site.

4.1.6. It is therefore considered that there would be significantly more impact on both the local and wider highway networks with the former land use than with the development proposals in place. There was a higher likelihood of waste materials being deposited on the local highway network, due to the former operation of the site, the previous ground conditions at the site and the number of vehicle movements.

4.1.7. Therefore. with the development proposal in place, there will be less highway impact in terms of vehicle movement and operational impact on the local highway network.

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5. Summary & Conclusion

5.1. Summary

5.1.1. This Technical Note has been prepared to assess the proposed re-use of a site on Lydford Road, Alfreton from a waste and transport operation to a vehicle storage compound for Transcare Ltd.

5.1.2. The development will have a new access from the privately owned section of Lydford Road. The two existing access points will be extinguished and made good.

5.1.3. The development proposals will have no impact on the two PRoWs that are located adjacent to the permitter of the site.

5.1.4. Any vehicles accessing or egressing from the site will be able to undertake these manoeuvres in forward gear with no impact on the surrounding highway network.

5.1.5. Analysis of the local highway network suggests that the existing infrastructure is suitable for the proposed land use. There are also no highway safety concerns with the existing highway network.

5.1.6. The transport network impact of the proposals is negligible, with no additional staff, change to shift patterns or likely service deliveries expected with the scheme in place. It is expected that there will be less vehicle traffic associated with the proposals than the existing consented land use.

5.1.7. On this basis, it is considered that the development proposals are acceptable in highways and transport terms

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Appendix A



Revisions

Issue ID	Issue Name	Date	
P01	Initial Issue for Discussion	16-02-2026	MH
P02	Updated to Client request.	23-02-2026	MH
P03	Updated to Client request.	24-02-2026	MH
P04	Updated to suit Planner.	30-04-2026	MH
P05	Issued to Planning Authority.	15-07-2026	MH

SUSTAINABILITY
aad architects are proud to be part of the **RIBA 2030 Climate Challenge**.

Please ask us how we can help to make your project more environmentally sustainable.

As a minimum standard we have agreed that every project we work on will incorporate the following:

- Our development proposals will always demonstrate how they will incorporate sustainable construction standards and techniques.
- We encourage the use of sustainable construction techniques that promote the reuse and recycling of building materials, maximise opportunities for the recycling and composting of waste on the development proposals, and to reduce CO2 emissions.
- We encourage all contractors and sub-contractors, and other relevant parties, to explore the potential to implement water recycling measures on a building or site-wide scale to significantly reduce mains water demand as part of all new developments.

aad Architects have also signed up to the SME Climate hub and have pledged to be at net zero at least 20 years before the UK as a whole. If you would like any information on this initiative and how we might help you to be involved, please just ask!

DUE TO EXTENTS OF STRUCTURAL WORKS REQUIRED A STRUCTURAL ENGINEER WILL BE REQUIRED TO PROVIDE DESIGN INFORMATION, CALCULATIONS AND METHOD STATMENTS FOR WORKS

All works must be in compliance with Structural Engineers details and calculations which must be approved by Building Control PRIOR to commencement of said works on site. Trial holes must be dug to assess existing ground conditions and information must be passed to a Structural Engineer for review to enable a suitable design of the proposed Foundations.

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- Drawing measurements shall not be obtained from scaling from the drawings.
- All dimensions are to be verified on site prior to construction.
- Any discrepancies are to be reported to aad Architects ltd immediately.
- All work to be carried out at the discretion of the Building Control Officer and is to comply with all relevant regulations.
- All services installed to comply with all relevant regulations and to the satisfaction of the Boards concerned.
- Any required calculations are to be provided by a certified Structural Engineer or Builder at least 28 days before commencement of said works. (Client responsibility)
- Client is responsible to ensure that builder is a competent tradesman, experienced inconstruction work of this nature and that all aspect of their work is carried out to the highest quality with appropriate insurances in place.
- Appointment of the Principal Designer under CDM regulations 2015 and completion of HSE F10 (where applicable) is the responsibility of the Client.
- All drawings and associated information are stamped to indicate their use and their use is limited as such. Should Building works be procured from this information alone, the Clients chosen Contractor is to assume all design liability from this point forward.
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Note:
Surrounding contextual buildings and information are based on received ordnance survey drawings and are shown for illustrative purposes only. Indicative site boundary is subject to legal confirmation

Note:
Information is based on OS map and received information and is subject to full topographical survey.
Indicative site boundary and site constraints subject to legal confirmation.
All Legal easements and extent of existing underground services locations are subject to confirmation.

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Client Details
Transcare Ltd

Ex-Leedale Site, Lydford Road,
Alfreton DE55 7RQ

Existing Waste Management site
Re-purposed for HGV Parking

Proposed Site Plan

scale(s) 1:250 @ A1

date	drawn	checked
Feb 2026	MH	PN

Job Number: 026-004

Document Number:
Project Company Zone Level Type Role Lay/S Rev/S
026004-AAD-01-ZZ-DR-A-002-P05

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