DERBYSHIRE County Council

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

Planning Manager
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Highway Officer: Robert Smith
Our ref: AVBC/2026/016978/R2
Your ref: AVA/2026/0153
Date: 17 August 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 determination of this planning application should be deferred pending the submission of additional information.

Background

The Local Highway Authority's (LHA's) initial comments on this planning application were issued on 6/5/26. The applicant has submitted further information in the form of an email from the architect dated 15/7/26 and revised plans (ref: 026004-AAD-01-ZZ-DR-A-001-P04 and 026004-AAD-01-ZZ-DR-A-002-P05).

Following the above the LHA received, on the 27/7/26, a Transport Technical Note (TTN) for further consideration (Ref: 102744-DCE-XX-XX-RP-T-5001).

Application Site Boundary

Paragraph 2.1.1 of the TTN confirms the privately owned highway between the site and the publicly maintained highway is now included in the applicant site boundary. This is supported by the revised site location plan (Ref: 026004-AAD-01-ZZ-DR-A-001-P04) which now includes the unadopted section of Lydford Road between the site and public highway.

Site Access

A new access bell mouth 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 revised proposed site plan (Ref: 026004-AAD-01-ZZ-DR-A-002-P05) shows removal of the existing gates at the eastern turning head stub on Lydford Road together with footway provision around the redundant part of the turning head.

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.

Paragraph 3.2.4 of the TTN also confirms that the new site access will be made of bound material for the first 15m.

Internal Layout

The revised proposed site plan (Ref: 026004-AAD-01-ZZ-DR-A-002-P05) illustrates parking for 51 HGVs and 13 vans, a reduction of 2 vans compared to the previous layout.

The LHA's Parking Guidance for New Developments (PGND) states that adequate space for HGVs must be made available within the site boundary, which should not conflict with the proposed parking arrangements. The revised site plan now includes a 30m diameter turning circle within the site. The proposed layout will still result in several vehicles being 'double parked'. However, it is not considered that this will result in an unacceptable impact on highway safety, given the location of the site relative to the public highway and the provision of a suitable turning area within the site.

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. Such measures can be secured by planning condition.

Trip Generation

The LHA initially raised concerns that the proposed change of use will increase the levels of traffic moving to and from the site.

From the TTN it is anticipated that there will be no more than 4 vehicle movements per hour at peak times. With these movements being from the site to the main Transcare site further to the southeast of Lydford Road.

With the site only being used for the storage of trailers and vehicles before and after being repaired in the workshop at the main Transcare site.

Whilst this would appear acceptable in principle, the LHA is conscious that the location plan only includes the site at the northern end of Lydford Road and does not include the main Transcare site further to the southeast of Lydford Road, referred to in the TTN.

The Planning, Environment, Design, and Access Statement (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'*. The TTN confirms that the site is to be used as an HGV storage compound for use by Transcare, as an extension to its existing site, located to the southeast of the application site. Providing additional vehicle parking spaces and capacity for the HGV's and vehicles that are to be serviced and repaired at the main Transcare site. With site having no permanent staff, with staff from the existing Transcare site.

However, it is not clear how Transcare currently operates. Is the proposal simply providing parking to an established use at the main site, if so where do vehicles park currently. Or is the proposed development part of an expansion of an existing use, that should be tidied together with the main site.

Further information is sought to address the above comments.

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.

Paragraph 2.2.1 of the TTN confirms that these footpaths will remain open and unobstructed. With any changes or required closure being communicated with County Council's PRoW team.

Conclusion

Having regard to the above, the LHA recommends that this application should not be determined until the applicant has submitted further information which satisfactorily address the above comments.

The LHA will comment again following receipt of further information.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
28 July 2026	**Robert Smith**	**AN**	**25 August 2026**