

PLANNING COMMITTEE – 29th July 2025

Reference Number: 25/00415/FL

Application expiry: 14/07/2025

Application Type: FULL

Proposal Description: Retrospective application for siting an InPost Parcel Locker

At: Unit 5, Ankerbold Road, Old Tupton, Chesterfield

For: InPost UK

Third Party Reps: 5 Objections

Parish: Tupton

Ward: Tupton

Report Author: Colin Wilson

Date of Report: 8th July 2025

MAIN RECOMMENDATION: Grant permission, subject to conditions



Figure 1: Location Plan, with site edged in red.

1.0 Reason for Report

- 1.1 Cllr Hancock has requested that the application be considered at Planning Committee on the basis of highway safety concerns.

2.0 Proposal and Background

Site Description

- 2.1 The application site comprises land forming part of the frontage of Unit 5 Ankerbold Road. Unit 5 comprises a commercial unit with a current use as garden supplies sales yard and office. The site comprises a gated access, which is set back from the highway edge. The specific site of the parcel locker the subject of this application is on the northern side of the site access, on intervening land between the gated site access and the eastern edge of the footway, which forms part of Ankerbold Road.
- 2.2 In terms of designations, the site is situated within the defined Settlement Development Limits for Tupton, where the general principle of development is acceptable.
- 2.3 The site of the proposed locker is adjoined on the eastern side of Ankerbold Road by a variety of commercial enterprises, which include the abovementioned garden supplies sales business, in addition to car repair garages and a builders/roofers yard. On the opposite (western) side of Ankerbold Road are a number of detached residential properties, which are set back approximately 20m from the western edge of the highway.

Proposal

- 2.4 Full planning permission is sought for the retention of a parcel locker, which has been installed at the frontage of Unit 5 Ankerbold Road.
- 2.5 The parcel locker which this application seeks to retain comprises a footprint measuring 0.9m x 2.5m, with a further overhanging canopy extending approximately 0.75m beyond the front (road facing) elevation of the parcel locker. Measured from ground level, the locker comprises an overall height of approximately 2.4m.
- 2.6 The locker's front, roadside facing elevation comprises a control screen and lockers, which vary in scale, comprising lockers for extra small, small, medium and large boxes.
- 2.7 Officers understand that the lockers operate on a self-service basis and can be accessed at any time (24 hours a day for seven days a week).

3.0 Relevant Planning History

- 3.1 The planning history for the site of application (Unit 5 Ankerbold Road) can be summarised as follows:

06/00330/FL – Change of use of units 5 & 6 to fence manufacturer and sales/ change of use of units 1 & 3 to industrial decorating contractors office and store with secure car park and storage container/ change of use of unit 2 to vehicle servicing / erection of covered way to fire escape and alteration to unit 3 – Conditionally Approved.

16/00185/FL – Application for variation of conditions 6 and 16 of application NED 06/00330/FL (Amended Title) – Conditionally Approved.

4.0 Consultation Responses

- 4.1 The **Ward Member** was consulted on the application – a request was made for the application to be determined by NEDDC Planning Committee.
- 4.2 The **Parish Council** were consulted on the application – no comments were received.
- 4.3 **Derbyshire County Council (DCC) Highways Officers** were consulted on the application, raising no objections to the retention of the parcel locker from a highway safety perspective. See Assessment below for details.
- 4.4 **NEDDC Environmental Health Officers** were consulted on the application, raising no objections to the proposed development.

5.0 Representations

- 5.1 The application was publicised by way of neighbour letters and the display of a site notice – 5 representations were received.
- 5.2 The 5 representations received raise objections to the proposals to retain the parcel locker. Please note the representations have been summarised below for the purposes of this report and are available to view in full via the Council's website:
- The existing situation, with vehicles parked on Ankerbold Road, has resulted in this stretch of the road becoming a single-track carriageway.
 - Highway safety concerns arising as a consequence of the parcel locker adding to the congestion in the vicinity of the site.
 - No dedicated parking for the lockers has resulted in some users of the lockers parking their cars anywhere in the vicinity of the lockers.
 - The parcel locker is situated in an inappropriate location and causes risks in the form of vehicles stopping abruptly to access the lockers. Equally, the haphazard parking of vehicles results in congestion and impacts the pedestrian use of the pavements in the vicinity of the site.
 - The cumulative impacts on the highway network in the locality will and have been impacted by new residential development in the vicinity of the

site. The parcel locker further adds to this negative impact on the road network.

- Residential amenity concerns, arising as a consequence of increased noise, turning and manoeuvring within residential driveways, headlights facing nearby properties etc.
- Loss of privacy for nearby residents.
- Queries regarding the necessity of the parcel locker, in light of the prevalence of several similar Inpost lockers within a 1 mile radius of the site.
- Light pollution from the parcel locker's external lighting.
- Cars using private driveways to manoeuvre then reverse onto Ankerbold Road, which is a dangerous manoeuvre.

Officer Note: In addition to the above representations received, a number of videos and photographs have been submitted for the consideration of Officers. A request has been made (by the individuals that submitted the imagery) that these photographs and videos are not made public, either as part of the online application documents or within the Planning Committee presentation.

6.0 Relevant Policy and Strategic Context

North East Derbyshire Local Plan 2014-2034 (LP)

6.1 The following policies of the LP are material to the determination of this application:

- SS1 Sustainable Development
- SS2 Spatial Strategy and the Distribution of Development
- SS7 Development on Unallocated Land within Settlement with defined Settlement Development Limits
- SDC12 High Quality Design and Place Making
- ID3 Sustainable Travel

National Planning Policy Framework (NPPF)

6.3 The overarching aims of the National Planning Policy Framework (NPPF) have been considered in the assessment of this application.

7.0 Planning Issues

Principle of Development (Policy Context and Main Planning Considerations)

7.1 The application site is located within the Settlement Development Limits (SDL) for Tupton. Consequently, Policy SS7 of the North East Derbyshire Local Plan, which relates to development within SDLs, forms the starting point for the assessment of this application. The Policy states that development proposals on sites within Settlement Development Limits that are not allocated in the Local Plan or in a Neighbourhood Plan, will be permitted, provided that the proposed development:

- a. Is appropriate in scale, design and location to the character and function of the settlement; and
 - b. Does not result in the loss of a valued facility or service unless it can be demonstrated that it is no longer viable, or is not the subject of a Community Right to Bid; and
 - c. Is compatible with, and does not prejudice any intended use of adjacent sites and land uses; and
 - d. Accords with other policies of the Plan.
- 7.2 Policy SDC12 of the Local Plan relates to High Quality Design and Place Making. Inter alia, the Policy requires new development to protect the amenity of existing occupiers and create a good quality of amenity for future occupants of land or buildings.
- 7.3 Policy ID3 of the North East Derbyshire Local Plan sets out that, in all cases, planning permission will only be refused on transport grounds if there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- 7.4 In this case, guided by the requirements of the abovementioned relevant Policies of the North East Derbyshire Local Plan, Officers are of the view that the main planning considerations relating to the application to retain the parcel locker are as follows:
- 1) Visual impact of the development (Local Plan Policy SS7(a))
 - 2) Residential amenity considerations (Local Plan Policies SS7(c) and SDC12(e))
 - 3) Highway Safety (Local Plan Policy ID3)

Visual Considerations

- 7.5 As set out above, Policy SS7 of the Local Plan requires new development within defined SDLs to be appropriate in scale, design and location to the character and function of the settlement.
- 7.6 In this case, as a consequence of its siting at the frontage of Unit 5, the parcel locker the subject of this application is clearly visible from public viewpoints along Ankerbold Road. That being said, from available public viewpoints, the parcel locker is seen in the context of Unit 5 and its neighbouring commercial uses. For that reason, Officers are of the view that the relatively functional and utilitarian appearance of the parcel locker is not out of character in its setting. For that reason, Officers are of the view that the parcel locker represents an acceptable visual addition to the site, in accordance with the requirements of Policy SS7(a) of the North East Derbyshire Local Plan.

Amenity Considerations

- 7.7 In this locality, the eastern side of Ankerbold Road is occupied by various commercial enterprises. Officers are satisfied that the parcel storage locker

would not be incompatible or prejudicial to the functioning of any of these existing commercial enterprises, in accordance with the requirements of Policy SS7(c) of the Local Plan.

- 7.8 In terms of residential amenity, Officers accept that the proposed parcel locker will inevitably lead to additional activity in the vicinity of the application site. This activity is likely to comprise an increase in vehicular movements arising from deliveries and collections from the parcel locker. Equally, given its location within the built framework of Tupton (SDL), it is anticipated that collections will also occur on foot, increasing pedestrian activity within the vicinity of the site.
- 7.9 Residential properties in the vicinity of the locker comprise detached properties forming a ribbon of residential development on the opposite (western) side of Ankerbold Road. These properties are situated within relatively spacious parcels of land and comprise generous frontages, which, on average, see the frontage of the properties set back from the western highway edge by approximately 20m. Situated on the eastern side of Ankerbold Road, the parcel locker itself is situated some 30m from the nearest residential property.
- 7.10 Officers consider that the distance between the site of application and nearby properties would mean that the activity of accessing the locker for deliveries/ collections would have a minimal amount of harm to the residential amenity levels currently enjoyed by the occupiers of said properties. In terms of the vehicular activity which will undoubtedly occur to facilitate these collections/ deliveries, Officers are of the view that vehicular movements within the highway would not result in a level of noise or other disturbance that would result in any significant harm to the residential amenity currently enjoyed by the occupiers of the properties.
- 7.11 Officers are of the view that collections within typical working hours (9-5) would not have any significantly greater impact on the amenity levels of nearby properties than the impacts arising as a consequence of the extant commercial operations which operate from the eastern side of Ankerbold Road. Collections outside usual working hours are likely to entail customers parking on the eastern side of Ankerbold Road before accessing the locker and leaving the site. It is the view of Officers that this type of activity would not result in any significantly greater impact in residential amenity terms than that of the existing vehicular movements which would otherwise take place within Ankerbold Road.
- 7.12 Having visited the site on two separate occasions during typical working hours (9-5), Officers observed very low levels of activity arising as a consequence of the parcel locker and no activity that would suggest its retention would result in any unduly harmful impacts in residential amenity terms.
- 7.13 For information, visits were undertaken during a Wednesday afternoon, during which it became apparent to Officers that a number of the commercial uses on Ankerbold Road were closed for the afternoon. As such, Officers undertook a further, longer visit to the site on a subsequent Tuesday morning.

Highway Safety

- 7.14 Paragraph 116 of the National Planning Policy Framework (NPPF) and Policy ID3 of the North East Derbyshire Local Plan set out that, in all cases, planning permission will only be refused on transport grounds if there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- 7.15 Derbyshire County Council Highways Officers were consulted on the application, raising no objections to the development in highway safety terms. In their consultation response, DCC Highways Officers advised that the location of the InPost locker will not interfere with the access to Unit 5 and does not affect with the adjacent footway.
- 7.16 During the aforementioned Officer visits to the site, Officers observed vehicles parked within the highway on the eastern side of Ankerbold Road. Officers understand that the majority of this parking occurs in conjunction with the existing, extant commercial uses that operate from the units on the eastern side of Ankerbold Road. During both Officer visits to the site, Officers observed ample parking opportunities within spaces between already parked vehicles along the eastern side of the highway. As both of these visits were undertaken during normal working hours and, in the case of the Tuesday morning visit, hours in which the commercial uses operate, Officers are of the view that there is a likelihood that visitors to the parcel locker will have the opportunity to park in a manner that is not unacceptably harmful in highway safety terms. During the hours that the commercial uses are not open/operating, it is anticipated that parking opportunities within the vicinity of the parcel locker will be more plentiful, therefore significantly reducing the likelihood of activity that would result in unacceptable highway safety harm.
- 7.17 On the basis of the above considerations and guided by the DCC Highways Officers consultation response, Officers are of the view that the retention of the proposed parcel locker would not result in any unacceptable impact on highway safety, nor would it result in any serve cumulative impacts on the road network. Consequently, Officers consider that the development accords with Policy ID3 of the Local Plan and the NPPF when read as a whole.

8.0 Summary and Conclusion

- 8.1 In this case, Officers are of the view that the proposed development represents an acceptable form of development within the defined Settlement Development Limits of Tupton. In the context of the wider site's functional commercial appearance, the parcel locker would represent an acceptable visual addition to the area. Whilst Officers accept that the proposed development would result in increased levels of activity within the vicinity of the site, such activity would not result in any significant harm to the existing residential amenity levels of properties in the locality. Moreover, it is the view of Officers that the development which this application seeks to retain would not result in any unacceptable impacts on highway safety in the vicinity of the site. This Officer view is supported by the consultation response from DCC Highways Officers, in which no objections were raised from a highway safety perspective.

9.0 Recommendation

- 9.1 On the basis of the above considerations, Officers recommend that planning permission is **APPROVED** subject to the following condition with the final wording delegated to the Planning Manager (Development Management):-

Conditions

No	Condition	Reason	Pre-commencement agreement
1.	The external finish of the click and collect facility hereby approved shall be permanently so maintained as specified on the approved plan 'Existing and Proposed Elevations - L(02)101 P1'.	In the interests of the character and appearance of the area.	N/A