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: Robert Smith
Our ref: AVBC/2025/014257
Your ref: AVA/2025/0689
Date: 15 October 2025

Dear Laura Anthony

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

PROPOSAL: Change of use from residential property to HMO for 10 units (may affect the setting of listed building and character of the conservation area)

LOCATION: 17 Church Street, Alfreton, Derbyshire DE55 7AH

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, has no objection subject to conditions being imposed should approval be granted.

The application proposes the change of use from a residential property to a House in Multiple Occupation (HMO).

The proposal will provide 10 bedrooms. Whilst the Design and Access Statement (DAS) confirms that the bedrooms will be single occupancy, it also refers to them as double bedrooms. The submitted floor plans show each bedroom as having a double bed, it is recommended a condition to limit occupancy to no more than 1 person per bedroom.

In terms of parking, whilst the application form notes 2 parking spaces as existing and as being retained, none would appear to be currently associated with the site. No parking is proposed as part of this submission. However, the site is close to Alfreton town centre with access to local amenities and services and restrictions on on-street parking.

Based on the extant use of the property, as a 5-bedroom dwelling, parking to a minimum of 3 spaces would typically be required, in line with paragraph 4.2 of the highway authority's Parking Guidance for New Developments (PGND).

HMO's have their own separate use class and, as such, require a separate parking standard. A maximum of 3 spaces is required for a 10-bedroom property, as noted in PGND Table 3.

Accordingly, no additional car parking demand arises from the proposed use compared to the existing use. There is therefore no justification for a highway reason for refusal.

However, it is considered that secure, covered cycle parking should be provided for future residents in accordance with PGND paragraph 4.7.4 i.e. 10 no. cycle spaces. It is evident that this could be provided within the site curtilage.

Therefore, subject to the planning conditions as recommended below, the Local Highway Authority concludes that there would not be an unacceptable impact on highway safety and there are no justifiable grounds on which an objection could be maintained.

Condition

The occupancy of the development hereby permitted shall be limited to no more than 1 person per bedroom.

Reason: To define the permission and ensure the trip demands reflect the submitted details.

The change of use hereby permitted shall not be brought into use until such time as secure, covered cycle parking has been provided at a ratio of 1 space per bedroom in accordance with details first submitted to and agreed in writing by the Local Planning Authority. The approved cycle parking facilities shall then be maintained for the life of the development.

Reason: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (2024).

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
6 October 2025	**Robert Smith**	**SD**	**15 October 2025**