Vectio Consulting

TRANSPORT NOTE:
Garage Annex Conversion for Small Studio Holiday Let

SITE:	**Chevin End Farm, Milford, Derbyshire**
CLIENT:	**Nicola Edwards**
DATE:	**30th November 2025**
REFERENCE:	**VC0662 R1.0**
PREPARED BY:	**Matt Cleggett BEng (Hons) FCILT MCIHT**

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1. INTRODUCTION

Vectio Consulting Limited has been appointed by Nicola Edwards to prepare a Transport Note to seek to resolve comments received from the Highway Authority associated with Planning Application reference: AVA/2025/0630.

The planning application comprises the partial conversion of a garage into a living space to be ancillary to the house, and occasional use for a holiday let.

The studio living space would not be used as ancillary to the house and holiday let at the same time.

This report demonstrates that the proposed annex will not materially impact the safe operation of the Chevin Road junction, and that refusal on highway grounds cannot be sustained under the National Planning Policy Framework (NPPF).

The use of the studio annex as a short term holiday let, in terms of traffic impact, would be akin to an additional Amazon or grocery delivery for example, all of which have become more prevalent in more recent years.

The location of the site is indicatively shown in Figure 1.

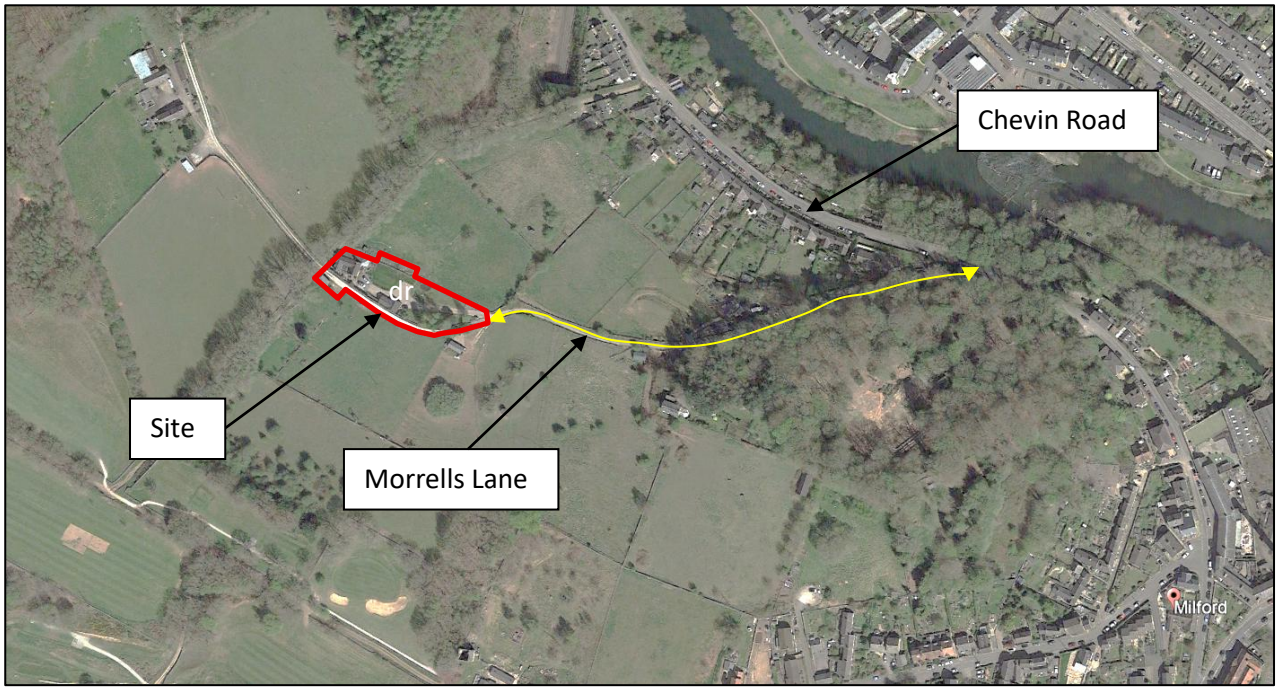


Figure 1: Site Location

1.1 Background

The planning application for the proposed annexed garage to become living space ancillary to the house, and occasional use for a holiday let, was registered on 11th September 2025. The application was supported by the following submission documents:

- Application Form Redacted

- Design and access statement
- Proposed outbuilding plans
- Existing site plan
- Existing garage elevations & floor plans
- Proposed garage elevations & floor plans
- Proposed site plan

Fundamentally the proposals include the part conversion of a double garage, with half of the garage area converted to accommodation – in effect a single bedsit style unit with a floor area of approximately 14sqm.

An extract from the existing and proposed floor plans are shown in Figure 2.

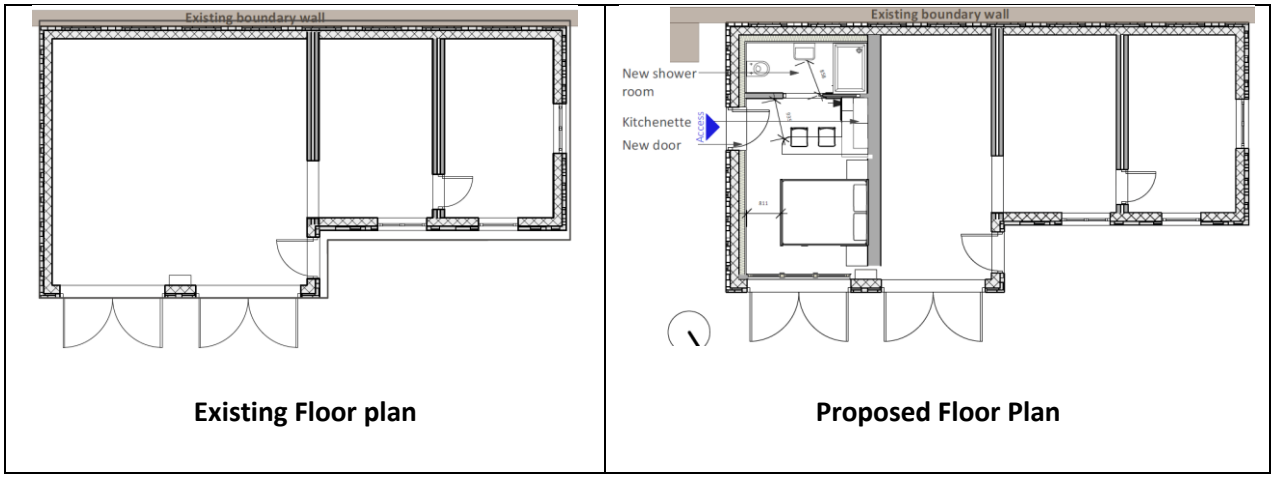


Figure 2: Existing and Proposed Floor Plans

The Highway Authority were consulted on the planning application and submitted their formal response to Amber Valley Borough Council on 30th September 2025.

A copy of the Highway Authority's response is presented under Appendix A of this note. Key comments from their response are provided below:

1. **Access Concerns**: The site is accessed via a private shared lane (Morrells Lane) off Chevin Road, which has restricted visibility, insufficient width for two vehicles to pass, and an acute angle that complicates vehicle turns. These factors pose highway safety concerns.

2. **Increased Traffic**: The proposed use of the living space as a holiday let would increase vehicle movements due to the short-term nature of holiday accommodation, exacerbating existing safety issues at the substandard access point.

3. **Objection to Holiday Let Use**: The Highway Authority objects to the use of the living space for holiday let purposes, citing adverse impacts on highway safety, as per paragraphs 115 b), 116, and 117 c) of the National Planning Policy Framework (NPPF).

4. **No Objection to Ancillary Use**: There is no objection to the partial conversion of the garage into a living space if it remains ancillary to the main dwelling, as sufficient parking and manoeuvring space is available.

5. **Condition Recommendation**: The Highway Authority recommends imposing a planning condition to restrict the use of the living space to ancillary purposes only to address safety concerns.

In conclusion the Highway Authority are not opposed to the conversion of the garage for ancillary accommodation, but are for short term holiday lets, as they consider the intensification in use of the existing Chevin Road access junction and access road by holiday let occupiers will be of material detriment resulting in a severe impact on highway safety.

For the avoidance of doubt, paragraphs 115 b), 116, and 117 c) of the NPPF as sited in their response are reproduced below:

- **Para 115 b):** In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: b) safe and suitable access to the site can be achieved for all users;

- **Para 116:** Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

- **Para 117 c):** Within this context, applications for development should: c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

The pertinent paragraph above being 116, that **development should only be refused on highways grounds if:**

- **there would be an unacceptable impact on highway safety, or**
- **the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios**.

2. EXISTING SITE CONTEXT

Chevin End Farm is located at the end of Morrells Lane served by Chevin Road, some 275m from the adopted highway. The site comprises of an existing 4 bedroom dwelling with large detached double garage, parking for in the order of up to 11 vehicles, whilst maintaining turning provision for a large delivery vehicle.

An aerial view of the plot is shown in Figure 1, along with an indication of where car parking and turning can occur.



Figure 2: Aerial Image of Plot

2.1 Chevin Road Access

Chevin Road carries a 30mph speed limit and is street lit adjacent to the access junction. Chevin Road serving the Morrells Lane has a 6m wide road carriageway and a footway on its northern side. Morrells Lane interfaces with Chevin Road at an acute angle, and rises away from the adopted highway, which improves visibility toward vehicles on the access road.

A google street view image of the access junction is presented in Figure 3.



Figure 3: Chevin Road Access Junction Street View

The access junction, al-be-it in an acute format, currently allows west bound vehicles to pull off of Chevin Road, whilst another vehicle leaves Morrells Lane. A car can also turn right into Morrells Lane, whilst another waits to exit, as shown in the diagram presented in Figure 4.

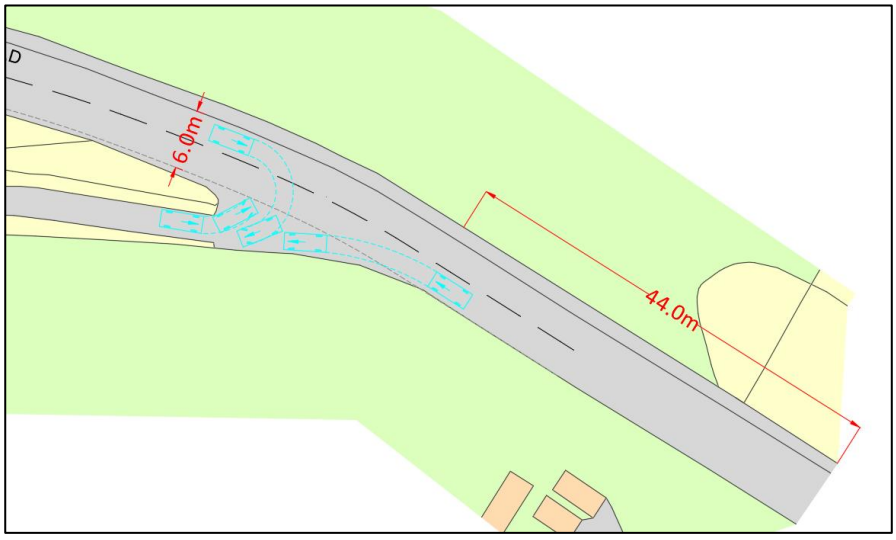


Figure 4: Junction Storage Capacity

Having discussed the use of the junction with the applicant (owner and occupier of Chevin End Farm), vehicles usually wait in Chevin Road for vehicles to turn out of the access, before turning in. It is clear from site observations that there is more than adequate visibility for vehicles approaching the junction from an eastbound or westbound direction, to see stationary vehicles in the road ahead of them, so approach visibility is not a concern.

2.2 Existing Use of the Access Junction and Lane

The existing access junction is frequented by daily vehicle movements associated with the plot, which in more recent years has increased with food delivery and general retail delivery vehicles, coupled with weekly refuse collections.

In additional to Chevin End Farm, there are three further properties that use Morrells Lane, along with various agricultural accesses to fields. The fields accesses generally attract on average 3 agricultural vehicles per day, whoever this can increase dependent upon their seasonal use.

There are places along Morrells Lane for vehicles to pass adjacent to the residential / field accesses. These are located approximately: 85m, 100m, 175m, 250m form Chevin Road. In addition to the more formal locations referred to above, there are also a number of grass verge areas along Morrells Lane that also allow for vehicles to pass.

A new sign has recently been installed at the Chevin Road / Morrells Lane junction, mitigating misguided drivers turning into Morrells Lane, which has happened historically. The applicant has advised that this has significantly reduced the occurrences. It has also assisted delivery drivers finding the dwellings located on Morrells Lane.

2.3 Existing Dwelling and its Operations

Chevin End Farm is a 4 bedroom property set within a half-acre plot. As illustrated in Figure 2, up to 11 vehicles could be parked within the plot (2 within the existing garage). Family members and friends often visit the house.

In terms general vehicular activity associated with Chevin End Farm, the applicant has advised:

- Owners trips: 3 x per day
- Owners children trips: 2 x per day
- Deliveries: 1 x per day
- Milkman: 2 x per week
- Post man: 1 x per day
- Cleaners: 1 x per fortnight
- Social visits: 3 x per week

  TOTAL: **8 trips per day** on average.

This increases when larger groups of friends / family visit, such as at Christmas, easter, Birthdays etc.

2.4 Road Traffic Accident Data

Derbyshire County Council's casualty reports show overall collision trends across the county. Derbyshire Constabulary's FOI data confirms that between 2022–2025, there were **no recorded road traffic injury collisions at the Chevin Road junction serving Morrells Lane, or in the near vicinity**.

This absence of recorded accidents demonstrates that the junction currently operates safely under current traffic conditions, despite acuteness of the junction arrangement, and visibility constraints when exiting onto Chevin Road.

3. ASSESSMENT

The Highway Authority in their planning consultation response have stated that the use of the annex garage for a holiday let would not be supported. However they would allow it to be converted if it were to provide additional ancillary living space to the dwelling.

Therefore to assess the materiality of this, a comparison of the proposed annex as ancillary use to the house, such as for an older child living independently at home with car, to that of a short term holiday let has been undertaken.

3.1 Ancillary Segregated Accommodation vs Holiday Let

3.1.1 Nature of Use

Ancillary accommodation, such as a **studio annex** typically generates permanent residential trips, i.e: commuting, delivery, shopping and social trips / visits.

A **Holiday let studio** generates short term occasional trips, i.e: arrivals and departures at the start and end of the stays, and limited day trips, such as driving out to visitor attractions.

This means that the trip profile of a studio let will be less intensive than an ancillary studio annex, although both generate low levels of trips owing to their size and nature.

3.1.2 Trip Generation

The NPPF requires consideration of whether development results in a "severe residual accumulative impact on the road network" (ref: NPPF Para. 116).

A single holiday studio let is comparable with an ancillary studio annex in terms of trip numbers. A holiday let of this size would usually be limited to however:

- Access and parking for one car;
- No overlap with other guests;
- No increase in peak hour commuting;
- No / limited deliveries to holiday lets.

This means that there would be no intensification in the use of the Chevin Road junction for a holiday let, in comparison to ancillary accommodation.

On a standard daily basis, as detailed in Section 2.3 of this note, the donor dwelling usually generates vehicle 8 trips per day. Appreciating that the other dwellings on Morrells Lane are likely to generate a similar number of trips (4 dwellings in total), plus the agricultural access uses, the additional use by a single studio let would be imperceptible.

Both uses would equate to a very modest level of trip generation, with only a hand full of vehicle movements, with the holiday let movements usually occurring outside of peak periods.

3.1.3 Access and Safety

The access junction already serves the host dwelling, three other dwellings, and agricultural field accesses along Morrells Lane.

Adding a holiday let does not alter the physical access or visibility splays.

There are no recorded accidents at the junction that have occurred in the last 26 years, considering publicly available road traffic accident records.

The NPPF emphasises safe and suitable access for all users (ref: NPPF 115 b)). A single studio clearly does not compromise this when comparing ancillary accommodation which has been deemed acceptable by the Highway Authority, or a holiday studio let.

3.1.4 Scale & Proportionality

The NPPF supports small scale rural tourism and diversification (ref: para. 88 & 89).

One studio let is low scale and proportionate – i.e. not a cluster of units.

The traffic impact is negligible, compared to other rural tourism uses, e.g. camp / caravan sites and multiple cottages.

3.1.5 Comparison with ancillary use

Noting the above, a comparison between the accepted ancillary studio use, and that of the holiday studio let is summarised in Table 1.

Table 1: Summary Comparison Table

Factor	**Ancillary Accommodation**	**Holiday Studio Rental**
Trip frequency	Daily, year-round	Occasional, seasonal
Peak-hour impact	High (commuting)	Low (arrival/departures off peak)
Vehicle Numbers	1-2 cars per unit	1 car per booking
Access demand	Continuous	Intermittent

Fundamentally the proposed holiday let would not intensify the use of the access junction, or Morrells Lane beyond what ancillary accommodation would generate. To the contrary, the holiday let is likely to generate a marginally lower level of vehicle trips on the local highway network.

It is however reiterated that both ancillary and holiday let operations would generate a very low level of vehicular movements, easily sitting within existing daily variations of traffic using Morrells Lane.

4. SUMMARY AND CONCLUSIONS

Vectio Consulting Limited has been appointed by Nicola Edwards to prepare a Transport Note to seek to resolve comments received from the Highway Authority associated with Planning Application reference: AVA/2025/0630.

The planning application comprises the partial conversion of a garage into a living space to be ancillary to the house, and occasional use for a holiday let.

The Highway Authority in their planning consultation response have stated that the use of the annex garage for a holiday let would not be supported. However they would allow it to be converted if it were to provide additional ancillary living space to the dwelling.

This report demonstrates that the proposed annex to be used as a studio holiday let will not materially impact the safe operation of the Chevin Road junction, and that refusal on highway grounds cannot be sustained under the National Planning Policy Framework (NPPF).

4.1 Summary

The Highway Authority in their consultation response cited three reasons for refusal, with reference to paragraphs 115 b), 116 and 117 c) of the NPPF.

Para 115 b): In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: b) safe and suitable access to the site can be achieved for all users;

This Note has clearly established that:

- The studio holiday let would use the existing access point on Chevin Road that already serves the host dwelling.
- Visibility splays and junction geometry remain unchanged, with no recorded accident history in the last 26 years, ensuring safe and suitable access for all users.
- The scale of development means no additional infrastructure is required and access arrangements are proportionate to the use. Therefore the proposals achieve safe and suitable access without modification satisfying paragraph 115 b).

Para 116: Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

This Note has clearly established that:

- Trip generation for a single holiday studio is comparable or lower to ancillary accommodation, in so far as:
    - Occasional arrivals / departures, rather than daily commuting;
    - Limited vehicle number, typically 1 car per booking.
- No evidence of unacceptable highway safety impacts at the Chevin Road junction have been identified, with no perceptible increase in peak hour traffic when considering the ancillary use of

the annex, to that of the proposed holiday let. Any increase would be comparable if not less than, for example, an Amazon or food delivery occurring.

- Residual cumulative impacts would clearly not be severe even when considering reasonable future scenarios.

Therefore the proposal does not trigger refusal under paragraph 116, as impacts are neither unsafe nor severe.

Para 117 c): Within this context, applications for development should: c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

This Note has established that:

- In terms of highways and transportation, conflicts between pedestrians, cyclists and vehicles are minimised with:
    - Single shared access point
    - Low traffic volumes
    - No intensification beyond existing residential patterns.

Therefore the proposal creates a safe, secure, and attractive environment consistent with Paragraph 117c).

4.2 Conclusions

In conclusion of this Notes findings, in appreciation that the Highway Authority would support an ancillary annexed studio to the existing residential dwelling, the proposal for a studio holiday let would meet the requirements of the NPPF because:

- It provides a safe and suitable access, as per the existing operations, akin to its acceptable use (para. 115b)).

- It does not result in a severe residual cumulative impact or unacceptable highway safety issue (para. 116) as the use of a holiday let would be less intensive to that of an ancillary studio annex. Either operations would create imperceptible impacts to the operation of the highway network; and,

- It contributes to a safe, secure and attractive place, minimising conflicts and respecting local character (para. 117c).

From a materiality perspective, the level of vehicular traffic generated by the proposed modest holiday let, would be comparable to an additional Amazon or Evri, delivery or two, which would be imperceptible when considering background traffic movements.

APPENDIX A: DCC Highways Consultation response

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/2025/013910
Your ref: AVA/2025/0630
Date: 3 October 2025

Dear Rebecca Smith

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

PROPOSAL: Proposed internal rearrangements to partially convert a garage into a living space to be ancillary to the house, and occasional use for a holiday let. New doors to the front of the outbuilding

LOCATION: Chevin End Farm, Jacksons Lane, Milford, Belper, Derbyshire DE56 0QH

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 internal rearrangement to partially convert a garage into a living space to be ancillary to the house, and occasional use for a holiday let, together with new doors to the front of an existing outbuilding.

The site is accessed via a private shared lane off Chevin Road, that also carries a Public Right of Way. Chevin Road is a non-classified road subject to a 30mph speed limit at this point. The existing access to Chevin Road has restricted visibility, due to the lack of a highway margin and limited controlled frontage. These constraints obstruct visibility on both sides of the access. The access has insufficient width to

enable two vehicles to pass in the mouth of the access. The acute angle at which the access meets Chevin Road also makes the right turn into and left turn out of the access difficult for larger vehicles.

The proposal to convert the garage to a holiday let represents a diversification of the site's use and will inevitably increase trip generation, particularly given the short-term nature of holiday accommodation and the associated turnover of occupants. This intensification of use must be considered in the context of the existing access, which is substandard in both width and visibility. The additional vehicle movements arising from the development would exacerbate the existing highway safety concerns and cannot be adequately mitigated.

Having regard to the above issues, the LHA considers that the occasional use of the living space for a holiday let will intensify the use of the existing substandard access onto the non-classified Chevin Road which will result in an unacceptably adverse impact on highway safety, contrary to paragraphs 115 b) and 117 c) of the National Planning Policy Framework (NPPF).

Whilst there is no in-principle highway objection to the proposed new doors to the existing outbuilding or the partial conversion of the garage into a living space, ancillary to the house, with sufficient space considered available for parking and manoeuvring, the LHA therefore objects to the use of the living space, the subject of the development, for a holiday let in accordance with paragraph 116 of the NPPF.

A planning condition to restrict use of the living space as ancillary to the main dwelling would overcome the LHA's objection.

Yours sincerely,

Robert Smith
Transport Development Management

Date Received	Case Officer	Reviewer	Date Issued
11 September 2025	**Robert Smith**	**AN**	**3 October 2025**



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