DERBYSHIRE County Council

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

Planning Manager
Amber Valley Borough Council
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DE5 3XE

Highway Officer: Steve Dudhill
Our ref: AVBC/2026/016716
Your ref: AVA/2026/0170
Date: 13 April 2026

Dear Ms Anthony,

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

PROPOSAL: Conversion of Retail Premises to 12 Bedroom HMO (Sui Generis)

LOCATION: 14 New Street Somercotes Alfreton Derbyshire DE55 4HW

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 application is deferred pending additional information.

Background

This application seeks permission for the change of use of an existing, vacant retail premises to form a 12-bedroom house in multiple occupation (HMO) at 14 New Street, Somercotes, Alfreton. The application is supported by a document entitled “Accompanying Highways Information” and a Design and Access Statement (DAS).

Existing Conditions

New Street is an unclassified cul-de-sac which leads onto the classified B600 Somercotes Hill, with access by means of a dropped kerb footway crossing.

New Street serves a mix of commercial and residential premises, including providing rear access to dwellings on Bank Street to the west. There is no footway along the site frontage, with only a narrow footway along the northern side of New Street, which is often obstructed by vehicles which park on land to the north.

The site was previously a furniture retail and storage use, with a circa 256 sq m gross internal floor area.

An area of land to the west of the building is currently used for car parking and storage.

A door is located on the New Street face to the building and a more modern extension to the original building, at the western end of the building and labelled as a workshop on the existing ground floor plan, has a blocked access which would appear capable of accommodating both vehicular and pedestrian access.

There is also a door at the eastern end of the site between the building and the adjacent property, but that door appears only to provide access to the rear of 142 Somercotes Hill.

Proposed Development

The Design and Access Statement confirms that each bedroom would be single occupancy. This would need to be controlled by planning condition to limit the occupancy of the proposed development to no more than 12 people in single occupancy bedrooms.

Three car parking spaces and twelve cycle parking spaces are proposed. The block plan shows these facilities, together with bin storage, located on that land to the west of the building

Pedestrian access into the proposed HMO would be via a door on the western face of the building leading from the parking area. Bedroom 3 would have a door leading into what is assumed to be a private courtyard area, which has a gated access to the proposed garden area. No pedestrian access is proposed along the building frontage to New Street, which is appropriate given the lack of a footway along that frontage.

Windows facing onto New Street must be hung to open inwards, or be of sash or sliding design, to ensure that they do not open over the highway. Details can be secured by planning condition.

Accompanying Highways Information (AHI) Report

The applicant's AHI report seeks to assess and compare the parking requirements and trip generation levels associated with the established and proposed uses.

Para 2.2 of the AHI refers to the highway authority's Parking Guidance for New Developments (PGND) and suggests that it provides car parking standards for non-food retail uses of 1 car parking space per 9 sq m of gross floor area. In fact, the PGND does not include any car parking standards for commercial developments. It is not therefore clear what the source of the cited non-food retail car parking requirement is. PGND section 5 sets out the highway authority's approach, which essentially requires developers to determine car parking requirements for commercial developments according to the use.

Notwithstanding the above, a parking requirement of 1 space per 9 sq m is high for non-food retail uses. Typical requirements are more in the region of 1 space per 20 sq m. Applying that rate to the 256 sq m gross internal floor area stated on the

planning application form would suggest a car parking requirement associated with the established use of circa 13 car parking spaces.

PGND Table 3 sets out car parking requirements for HMOs. The proposed twelve-bedroom HMO would require 4 car parking spaces for residents. The PGND stipulates a visitor parking requirement of 1 space per HMO. The overall car parking requirement for the proposed development would therefore be 5 spaces, although visitor demand can be accommodated on-street if space is available.

Comparison of the above data indicates that the car parking requirement for the proposed development is likely to be lower than that for the established use. In addition, although the proposed development would not fully satisfy the HMO parking requirement, the shortfall in parking provision with the proposed development in place is likely to be lower than that associated with the established use.

It follows, from the above, that the limited level of parking provision on the site is unlikely to give rise to a material increase in traffic generation compared to the established use. Indeed, there could be benefits associated with a reduction in large vehicle movements associated with the established use, the removal of pedestrian access directly from the building elevation which fronts New Street, and the removal of vehicular access between the workshop area and New Street.

The site is reasonably well-located in relation to local facilities, which would serve the everyday needs of residents, and bus services along the B600.

Having regard to the above, the highway authority therefore considers that the proposed development would be unlikely to give rise to an unacceptable impact on highway safety or to severe residual impacts on the road network and would therefore be acceptable in principle in highway terms, subject to the following detailed considerations.

B600/New Street Junction

Notwithstanding the above analysis, conditions at the B600 New Street junction are poor. Visibility to the south-east along the B600 from New Street is limited, there is no pedestrian visibility splay adjacent to the footway immediately to the south-east of New Street, and the surface of the footway across the mouth of New Street and the carriageway surface along New Street are poor.

It is noted that the applicant owns/controls 142 Somercotes Hill, which fronts New Street and the B600. Improvements to visibility along the B600 to the south-east of New Street, and provision of a degree of intervisibility between vehicles using New Street and pedestrians using the south-western footway along the B600 could be achieved by ensuring that the frontage to 142 Somercotes Hill is kept clear of obstruction.

The applicant should provide a scheme detail showing removal of the existing boundary walls at the frontage to 142 Somercotes Hill, and hard-paving of that frontage, and confirm that a planning condition to keep that area clear of obstruction above 0.6m above adjacent footway level would be acceptable.

The proposed development will rely substantially on pedestrian and cycle movement. Trips by such modes would increase relative to the established use. It is therefore

important that the surface of New Street, especially given the lack of footway provision and obstruction of the narrow northern footway which will force pedestrians to use the carriageway between the site and the B600, is conducive to safe movement on foot and by cycle. The surface of New Street, between the western pedestrian access to the HMO building, and the footway crossing where New Street meets the B600, should therefore be improved. It will also be necessary to demarcate the site boundary across the access to the car parking area. Details can be secured by planning condition.

Car Parking Layout

The three proposed car parking spaces are of suitable sizes.

The applicant does not indicate how the three proposed car parking spaces would be allocated.

No proposals for electric vehicle charging facilities are provided.

Further details are required.

Cycle Parking

Twelve cycle parking spaces are proposed. That quantum, at a rate of one cycle parking space per bedroom, is satisfactory.

The block plan indicates cycle storage in a space measuring 4.1m x 2.1m. Details of the covered cycle store are presented in the DAS. The proposed cycle store would be capable of accommodating up to 12 cycles. However, the store is open-sided and provides six cycle racks, which does not ensure the security of individual cycles.

No proposals are made for the provision of secure cycle equipment storage facilities.

Individual secure cycle storage and secure cycle equipment storage facilities (e.g. lockers) should be provided. Further details are required.

Bin Storage

The bin storage area measures 3.09m x 1.2m. It is accessed via a gate which is circa 1.2m wide. It is not clear whether that facility will be sufficient for the twelve-bedroom HMO. The applicant should consult with the refuse authority to determine their requirements.

Further details are required.

Construction

Given that the building fronts directly onto New Street, it will be necessary for the applicant to demonstrate how construction works can be safely accommodated without obstructing access to other premises along New Street.

A construction management plan will therefore be required and can be secured by planning condition.

Conclusion

Having regard to the above, the highway authority recommends that this planning application should not be determined until the applicant has submitted further details which satisfactorily address the above issues.

The highway authority will comment again following receipt of further information.

SD; DCC TDM; 13/4/26.

CONTROLLED