National Highways Planning Response (NHPR 25-01)
Formal Recommendation to an Application for Planning Permission

From: Ian Doust (Head of Planning & Development)
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To: Amber Valley District Council - FAO Alfia Cox

CC: spatialplanning@nationalhighways.co.uk

Council's Reference: AVA/2025/0587

Location: Land East of Horsley Road / South of Woodhouse Road, Horsley Road, Kilburn, Belper, Derbyshire

Proposal: Outline application for residential development of up to 200 dwellings including affordable housing, infrastructure, public open space, local equipped area for play, biodiversity enhancement, habitat creation and public right of way improvements with all matters reserved with the exception of the main site access (Departure from Local Development Plan as the site within the Green Belt, would affect Rights Of Way and may affect setting of the Conservation Area)

National Highways Ref: NH/26/16373

Referring to the above referenced planning application and consultation dated 18 May 2026, in the vicinity of the A38 Trunk Road that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

~~a) offer no objection (see reasons at Annex A)~~

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons)~~

c) recommend that planning permission not be granted for a specified period (see reasons at Annex A)

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.[1]

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningM@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature: S Freek	**Date:** 5 June 2026
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[1] Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In responding to strategic sustainable development consultations, we have regard to DfT Circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development ('the Circular'). This sets out how interactions with the Strategic Road Network should be considered in the making of plans and development management proposals. In addition to the Circular, the response set out below is also in accordance with the National Planning Policy Framework (NPPF) and other relevant policies including recommendations in accordance with the Design Manual for Roads and Bridges (DMRB).

National Highways Comments

We have reviewed the Transport Assessment (TA) dated January 2026 prepared by Armstrong & Stokes & Clayton Limited for an Outline application at for a residential development up to 200 dwelling at Horsley Road, Kilburn (Amber Valley Borough Council Planning ref: AVA/2025/0587). The nearest SRN junction to the site is the A38 southbound off-slip, approximately 1.1km south of the site.

Based on our review of the TA, our traffic-related comments are summarised as follows:

Trip Generation
We note the applicant has proposed the vehicular trip generation of the development, by adopting the multi-model trip rates from TRICS data with the proportion of driving mode from the modal split obtained from the 2011 Census data.

Though we generally would recommend using the vehicular trip rates from TRICS data in accordance with the TRICS Good Practice Guide, from our independent check, the proposed trip generation figures are appropriate, and we are therefore content with these being adopted for assessing the potential traffic impacts.

Trip Distribution
When distributing trips across a network, we recommend a methodology that utilises the most recent 2011 Census 'WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)', for precise distribution forecasts.

In order to determine whether there will be any potential impacts on the wider SRN, we suggest that the trip distribution exercise include details of the demands on the

A38 on-slips and off-slips, and that **the results are provided for our review as part of the TA.**

Committed Developments
We recommend that the applicant seeks confirmation from the local highway authority regarding the committed developments to be incorporated into the assessment. We recommend that the **list of committed developments and detail of the committed development traffic included in the TA.**

Traffic Growth
We are generally content with deriving the traffic growth factors by using the latest version of TEMPro. However we require that the traffic growth rates should be NTM adjusted.

We note the TEMPro data provided in Appendix I of the TA is based on the future year of 2030, however the assessment presented in the TA was based on a 2032 assessment year. We require the applicant to confirm the assessment year and update the traffic growth rates from TEMPro following NTM adjustment.

Assessment Scenarios
In line with the DfT Circular 01/2022, the recommended assessment scenarios (but not limited to) are:

- Opening year plus committed development (reference case) – the year in which the full build-out of the development is realistically expected to first become operational. This scenario should include all the committed developments in the vicinity of the site based on their likely build out by the opening year; and
- Opening year plus committed development plus proposed development – the comparison of network performance in this scenario with the reference case will determine whether any highway mitigation is required.

If the development is to be delivered in a phased manner, any required junction modelling scenarios need to reflect the phased delivery in line with the DfT Circular 01/2022. As such, we require the applicant to **confirm if the year 2032 is the anticipated opening year of the development.**

We will be in a better position to comment on the impact to the SRN from the proposed development, once the above comments have been addressed.

Recommendation – Holding notification for a period of 3 months from the date of this consultation

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to

promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.