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: Steve Dudhill
Our ref: AVBC/2026/017479
Your ref: AVA/2026/0320
Date: 12 June 2026

Dear Ms Anthony,

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

PROPOSAL: Application for permission in principle (PIP) for a proposed detached dwelling with double garage

LOCATION: Land off Newbridge Road Ambergate Belper Derbyshire

---

Derbyshire County Council, the Highway Authority acting in its role as Statutory Consultee, has undertaken a full assessment of this application for permission in principle (PIP). 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 PIP should be refused.

Background

This application seeks PIP for the development of a single detached dwelling with double garage on land off Newbridge Road, Ambergate. The site would take access onto Newbridge Road, an unclassified minor road, adjacent to the point where the speed limit changes from 30mph at the proposed site access to 40mph a short distance to the east of the proposed site access.

Consideration of PIP applications is limited to matters of principle in relation to the location of the site, the type of land use proposed, and the scale of development. Detailed matters are addressed at the technical details consent (TDC) stage.

Site Location – Sustainable Travel

The Chartered Institution of Highways and Transportation (CIHT) provides guidance on walk distance thresholds for various trip purposes, as set out in the table below:

	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Analysis of the application site against the above thresholds indicates the following.

The nearest shops are beyond the preferred maximum walk distance (800m) from the site. The nearest public house, the Spanker Inn at Nether Heage, is circa 800m walk distance from the site, at the preferred maximum but beyond the acceptable walk distance.

Ambergate primary school is circa 650m walk distance from the site, within the acceptable maximum walk distance (1km). Belper School and Sixth Form Centre is circa 4.2km walk distance from the site, beyond the preferred maximum walk distance.

Most everyday facilities such as retail, health, significant employment, leisure, and secondary education facilities fall beyond walking distance of the site.

No footways are available on Newbridge Road in the vicinity of the site. No street lighting is available on Newbridge Road to the south-east of the site. To the north-west of the site, Newbridge Road is steep (13% gradient). The lack of footways, street lighting, and challenging local topography would preclude walking and use of the cycle on a frequent basis between the site and local facilities.

Walking and cycling are therefore unlikely to be realistic choices of mode for most trips made by residents of the proposed development.

The nearest bus stops are located on Spanker Lane (circa 430m walk distance from the site). These stops are beyond the normal maximum walk distance for bus stops in urban areas, although they fall within the maximum walk distance in rural areas (800m).

The bus stops are served by the Hulleys 142 service, which runs between Nether Heage and Alfreton, via Belper, Ambergate, and Crich, on Mondays to Saturdays. Service frequencies are limited with three buses in each direction between 08.47 and 13.11 and one bus in each direction at 17.14 and 17.22 in the early evening. There are no buses during the evenings, on Sundays, or on Bank Holidays.

The lack of footways and street lighting on, and the gradient of, Newbridge Road between the site and the nearest bus stops, the limited bus services, and poor-quality bus stop infrastructure would limit use of the bus.

Ambergate railway station is circa 1.2km walk distance from the site. Its rail service has limited destinations and hourly service frequencies. Whilst Ambergate railway station can be reached by bus service 142, the route is via Belper such that the bus would provide an inefficient and unattractive means of reaching the railway station from the site. Although Ambergate station has 6 cycle parking spaces, such facilities

are not sheltered. Walking and cycling between the site and Ambergate railway station would be unattractive given local topography.

Public transport is therefore unlikely to be a realistic choice of mode for most trips made by residents of the proposed development.

Having regard to the above, the LHA considers the site to be in a location with limited accessibility to services, everyday facilities, and public transport. Future occupants would have limited opportunities to undertake trips by sustainable modes and, as a result, would be highly reliant on use of the private car. The proposed development would therefore fail to maximise opportunities for the use of sustainable transport modes and the site is not a suitably accessible location in transport terms, contrary to the objectives of chapter 9 of the National Planning Policy Framework (NPPF), particularly NPPF paragraphs 115 a) and 117 a).

Site Location – Access

The proposed site access would be formed over a wide highway verge and would therefore have adequate visibility in both directions within the highway along Newbridge Road.

The site access should take the form of a hard surfaced verge crossing to highway authority specification, details of which could be secured at TDC stage.

Internal Layout

Within the site, appropriate layout details could be secured by informatives requiring details to be submitted at TDC stage.

Conclusion

Having regard to the accessibility assessment presented earlier, the highway authority recommends that PIP should be refused for the following reason:

> The proposed development would have limited accessibility to services, local facilities, and public transport, and offers restricted opportunities to access day-to-day needs by walking, cycling, or public transport. Future occupants would therefore be likely to rely heavily on private car travel. The proposed development would therefore fail to maximise opportunities for use of sustainable transport modes and the site is not a suitably accessible location in transport terms. The proposed development would therefore be contrary to the objectives of National Planning Policy Framework paragraphs 115 a) and 117 a).

Notwithstanding the above, the LHA recognises that the final decision on the acceptability of the development rests with the Local Planning Authority, which must undertake the overall planning balance having regard to all relevant material considerations. Should the Local Planning Authority be minded to grant PIP, the highway authority recommends the following informative which should be attached to the decision notice.

Informative

The highway authority recommends that, if PIP is granted, the following informative should be attached to the decision notice:

> The site access and on-site layout arrangements should adopt the following design requirements for which details should be submitted at Technical Details Consent stage:
>
> a) The site access shall take the form of a hard paved verge crossing to highway authority specification.
>
> b) Private driveway arrangements shall comply with the highway authority's Planning, Streets, and Places (PSP) guidance.
>
> c) Car and cycle parking provision shall comply with the highway authority's Parking Guidance for New Developments (PGND). The applicant should note that garages are not counted towards the level of parking provision but can accommodate cycle parking subject to design.
>
> d) The access should have drainage facilities to prevent the unregulated discharge of surface water onto the highway.
>
> e) The driveway within the site should be hard paved over a distance of at least 5m from the highway boundary.
>
> f) Gates should be no closer than 5m to the highway boundary and should be hung to open inwards or be of sliding design.
>
> g) Bin collection facilities should be provided close to, but clear of, the site access.

SD; DCC TDM; 12/6/26.