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[redacted] **(Planning Policy Team Leader)**

Please see attached National Highways formal response.

Kind regards,

[redacted]

[redacted]
Planning Policy Team Leader
South Derbyshire District Council
Civic Offices
Civic Way
Swadlincote
DE11 0AH

**VIA EMAIL ONLY**
[redacted]

[redacted]

12 January 2026

Dear Amanda,

**South Derbyshire Local Plan Part 2 Issues and Options Regulation 18 consultation**

National Highways welcomes the opportunity to comment on the South Derbyshire Local Plan Part 2 Review. National Highways has previously commented on the Local Plan Part 1. The proposed Local Plan sets out a strategy for the future development up to 2041 and includes policies and proposals to address needs and opportunities in relation to housing, the economy and infrastructure.

National Highways has been appointed by the Secretary of State for Transport as 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). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. 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 relation to this consultation, National Highways' principal interest is in safeguarding the operation of the A38 and A50 which route through the area.

While the Local Plan Part 2 Review focuses on non-strategic policies and allocations, National Highways notes that development coming forward under Part 2, either individually or cumulatively, has the potential to materially affect the operation, safety and resilience of the SRN, particularly when considered alongside the strategic growth proposed through the Local Plan Part 1 Review.

In responding to Local Plan consultations, we consider the Department for Transport (DfT) revised Circular 01/2022 – *Strategic Road Network and the delivery of sustainable development* ('the Circular'), which sets out how interactions with the SRN should be considered in the making of Local Plans. Paragraph 28 of the Circular sets out that:

> *The policies and allocations that result from plan-making must not compromise the SRN's prime function to enable the long-distance movement of people and goods. When the company assists local authorities in the development of their plans and strategies, the local authority should ensure that the SRN is not being relied upon for the transport accessibility of site allocations except where this relates to roadside facilities or SRN-dependent sectors (such as logistics and manufacturing). The company will also work with local authorities to explore opportunities to promote walking, wheeling, cycling, public transport and shared travel in plan-making, in line with the expectations set out in the NPPF and the Transport Decarbonisation Plan.*

In this context, National Highways expects the Local Plan Part 2 Review to ensure that site options and development management policies do not rely on the SRN to provide local access or capacity for development, and that opportunities to reduce reliance on private car travel are embedded at the plan-making stage.

In addition to the DfT Circular 01/2022, the response set out below is also in accordance with the NPPF and other relevant policies, which helps to ensure the soundness of the Local Plan is being appropriately considered (from a transport perspective).

The Local Plan Part 2 Review sets out non-strategic policies and allocations against which future planning applications will be determined. Local Plan Part 1 Review set out the target of delivering 14,500 dwellings to meet South Derbyshire's own need and to help meet Derby City's unmet need by the end of the Local Plan period to 2041. This target remains in the Part 2 Review and our comments remains as we previously provided.

National Highways expects that the Local Plan Part 2 Review will be supported by proportionate and up-to-date transport evidence. This should demonstrate that the cumulative impacts of proposed non-strategic allocations, when considered alongside the strategic growth in the Local Plan Part 1 Review and development in neighbouring authorities, can be accommodated on both the local highway network and the SRN. Where relevant, this evidence should consider junction performance, network resilience and in-combination effects.



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Any potential sites anticipated to have an impact on the SRN in the area are to be subject to consultation with National Highways, and appropriately assessed in line with the Department for Transport (DfT) Circular 01/2022 to determine the extent of their potential impacts on the SRN in the area. Where impacts on the SRN are identified, suitable mitigation will be required to be identified and secured in line with the principles set out in Circular 01/2022.

**Duty to Co-operate**

While we acknowledge the Council's dedication to collaborating with neighbouring authorities and relevant bodies to achieve sustainable development, we recommend a coordinated approach for any developments impacting neighbouring local authorities. This approach should involve engagement between National Highways, South Derbyshire District Council, other local authorities, and future developers or applicants. Such collaboration will ensure that all parties' interests are safeguarded and a unified solution is reached.

National Highways will actively work with South Derbyshire District Council to develop and draft a Statement of Common Ground (SoCG) to deal with any strategic cross boundary issues as the Local Plan progresses.

Subject to the preparation of appropriate transport evidence and continued engagement as the Local Plan Part 2 Review progresses, National Highways would welcome ongoing dialogue with South Derbyshire District Council to support the sustainable delivery of planned growth.

Yours sincerely,

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