



Our Ref: NH/25/12410

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Dear Sir/Madam,

Draft Local Plan for North East Derbyshire District Council (NEDDC): Issues and Options Consultation

National Highways welcomes the opportunity to respond to the Issues and Options consultation for the emerging Local Plan prepared by North East Derbyshire District Council (NEDDC). The new Local Plan will replace the adopted Local Plan (November 2021) and will guide development across the district for the period 2024–2044, establishing the strategic framework for growth over the next 20 years.

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). 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 M1 and A38 within the district, as well as M1 Junctions 29, 29A, and 30 located adjacent to the plan area (refer to Figure 1).

In responding to Local Plan preparation, we give consideration to 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.

The Circular also encourages early collaboration to identify opportunities for sustainable travel, including walking, cycling, public transport and shared travel, in accordance with the NPPF and the DfT's Transport Decarbonisation Plan.

Our response is made in line with these policy frameworks and aims to support the soundness and deliverability of the Local Plan from a strategic transport perspective.

Housing Requirement

The Draft Local Plan consultation establishes a minimum housing requirement of 16,447¹ new homes to be delivered over the plan period from 2024 to 2044. The spatial distribution of this housing growth is guided by a defined settlement hierarchy², which categorises locations into four levels based on accessibility, infrastructure capacity, and service provision.

The minimum provisions for site allocations across the four settlement levels are summarised in Table 1. Overall, the approach ensures that employment and housing delivery is aligned with the principles of sustainable development, supports existing communities, and promotes balanced growth across the plan area.

¹ <https://placemaker.ne-derbyshire.urbanintelligence.co.uk/p/document/16/>

² Settlement Hierarchy Topic Paper

Table 1 Settlement Hierarchy

Priority Level		Location Types
Priority Locations	1	• Edges of Chesterfield/Sheffield • New settlement/Strategic Sites • Level 1 Settlements -Main Towns
Priority Locations	2	• Level 2 Settlements-Larger Villages
Priority Locations	3	• Level 3 Settlements-Smaller Villages
Priority Locations	4	• Level 4 Settlements- Very Small Villages/Hamlets

Within these locations, a range of developable land has been identified for various land uses, including employment centres, residential dwellings, traveller pitches, and mixed-use developments.

While this approach aligns with sustainable development principles, several proposed residential allocations are located in proximity to the SRN, particularly near the M1. These include sites with primary access via Junctions 29, 29A, and 30, where cumulative impacts on capacity, safety, and journey reliability may arise. Figure 1 illustrates the overall identified developable land within the North East Derbyshire area.

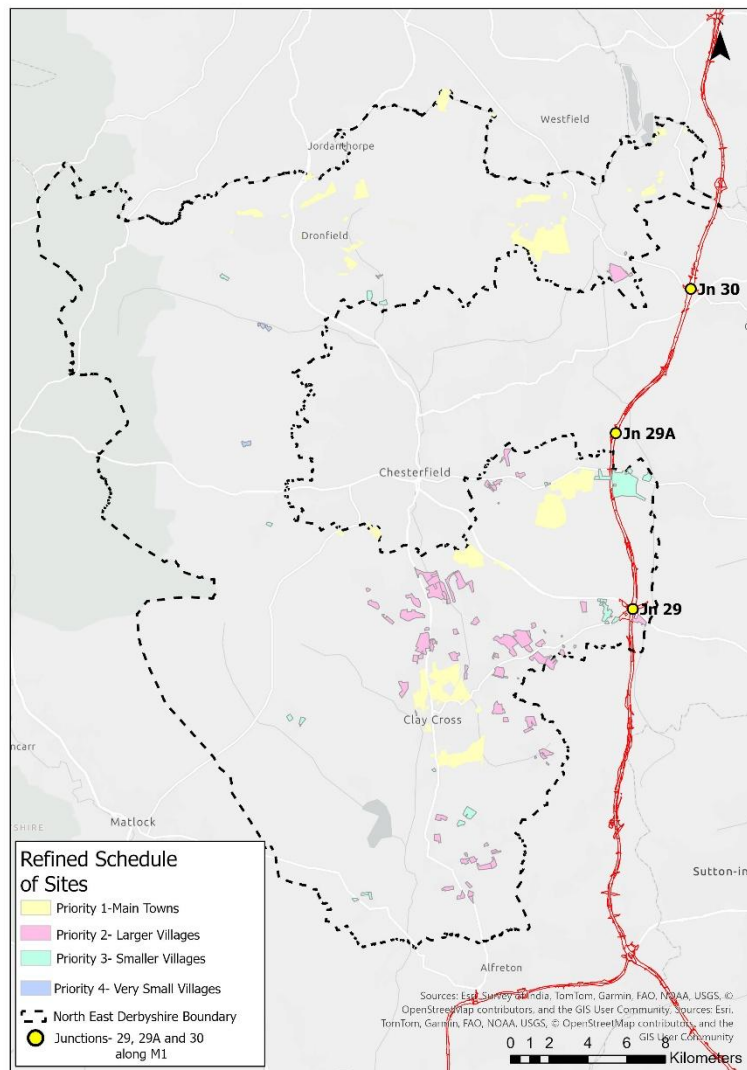


Figure 1 Refined Schedule of Sites- NEEDC

To identify potential impacts, sites have been assessed using the following criteria:

- Residential developments exceeding 200 dwellings
- Developments located within 1 km of the SRN
- All employment site allocations

Strategic Residential Allocations:

A number of large-scale residential developments (Figure 2 and Table 2) are likely to generate significant traffic demand, much of which may interact with the SRN.

Key strategic sites include:

- Duckmanton Moor (Sites 45227 & 45541): ~1,000–2,000 dwellings (likely to route via M1 Junction 29A)
- Eckington South (Site 45226): ~1,500 dwellings (likely to route via M1 Junction 30)

- Former Biwaters Site (Site 45810): ~825 dwellings (likely to route via M1 Junction 29)

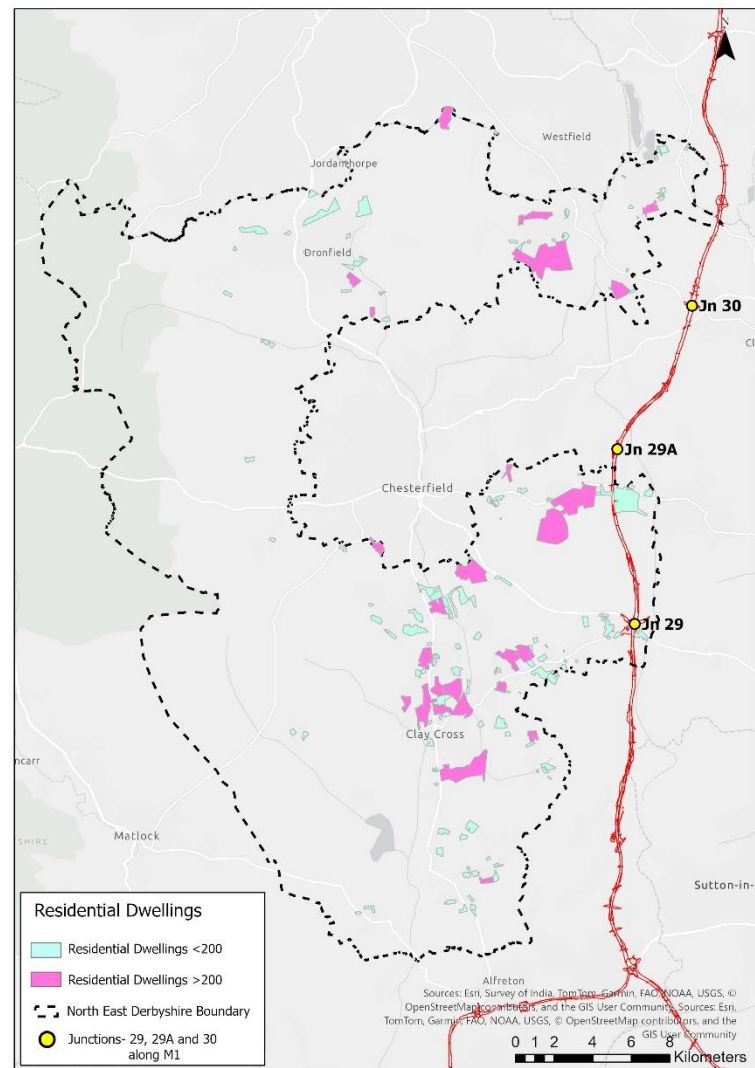


Figure 2 Residential Development > 200 dwellings

Given their scale and proximity to the SRN, these developments require robust assessment to determine their cumulative impact on the M1 and associated junctions. It is essential that all allocations are supported by a robust and proportionate transport evidence base, and early engagement and review of this evidence is welcomed once available.

Table 2 Residential Dwellings greater than 200

S. No	NEEDC Site Number	Site Location	Residential Dwelling Size
1	45052	Land to the west of A61 Derby Road, Clay Cross	560
2	45060	Clay Cross South	700
3	45810	Former Biwaters Site	825
4	45920	Land north of Biwater, Clay Cross	620
5	45054	Land North of Burns Drive and East of Southfield Mount, Dronfield	240
6	45078	Land North of Eckington	500
7	45190	Land west of Harehill Road, Chesterfield	210
8	45065	Land around Furnace Hillock Way, Hasland	800
9	45227	Duckmanton Moor	2000
10	45226	Eckington South	1500
11	45541	Duckmanton Moor	1000
12	45900	White Lane Farm, White Lane, Ridgeway, Sheffield	350
13	45651	Land South West of Upperthorpe Road, Killamarsh	315
14	45219	Land off Freydon Way, Calow	220
15	45262	Land to the West of Feld Lane, Holmewood	670
16	45092	Tregarthyan House Green Lane and land adjacent to Mulberry Walk, Lower Pilsley	240
17	45260	Land to the East side of St Lawrence Road, North Wingfield	210
18	45236	Land North of Williamthorpe Road and East of Chesterfield Road, North Wingfield, Derbyshire	520
19	45119	Land off Hague Lane, Renishaw	400
20	45255	Land to the south of Kingsley Crescent, Stonebroom	250
21	45058	Land west of Derby Road, Tupton	340
22	45075	Land West of Coupe Lane, Old Tupton	250
23	45638	The Avenue Strategic Site (2014-2034 LP allocation SS3 remaining land)	375
24	45168	Land West of Unstone Green	212

Development within 1 km of the SRN

A number of smaller sites fall within 1 km of the SRN – specifically M1 J29. Individually, these developments are modest in scale; however, collectively they account for approximately 137 dwellings.

While relatively limited in isolation, their cumulative impact may be material and should therefore be assessed alongside larger allocations to ensure a comprehensive understanding of network effects (refer to Table 3 and Figure 3).

Table 3 Development within 1 km proximity to M1 Junction

S. No	NEEDC Site Number	Site Location	Location	Employment Size (Hectares)	Residential Dwelling Size	Junction
1	45192	Land to north of Mansfield Road, Doe Lea (within Heath & Holmewood Parish)	Holmewood	5.5	-	J29
2	45120	Smithy Farm, Mansfield Road, Heath	Heath	-	6	J29
3	45145	Ivy Farm, Heath	Heath	-	3	J29
4	45122	Land to East of Smithy Farm, Heath	Heath	-	11	J29
5	45148	Land to South and West of Ivy Farm, Heath	Heath	-	10	J29
6	45144	Land to North of Main Road/South of Main Road/West of Main Road, Heath	Heath	-	80	J29
7	45184	Land to the Rear of Village Hall, Heath	Heath	-	3	J29
8	45151	Land to the South East of Main Road, Heath	Heath	-	8	J29
9	45197	Land to South of Wilson Lane and East of Main Road, Heath	Heath	-	16	J29

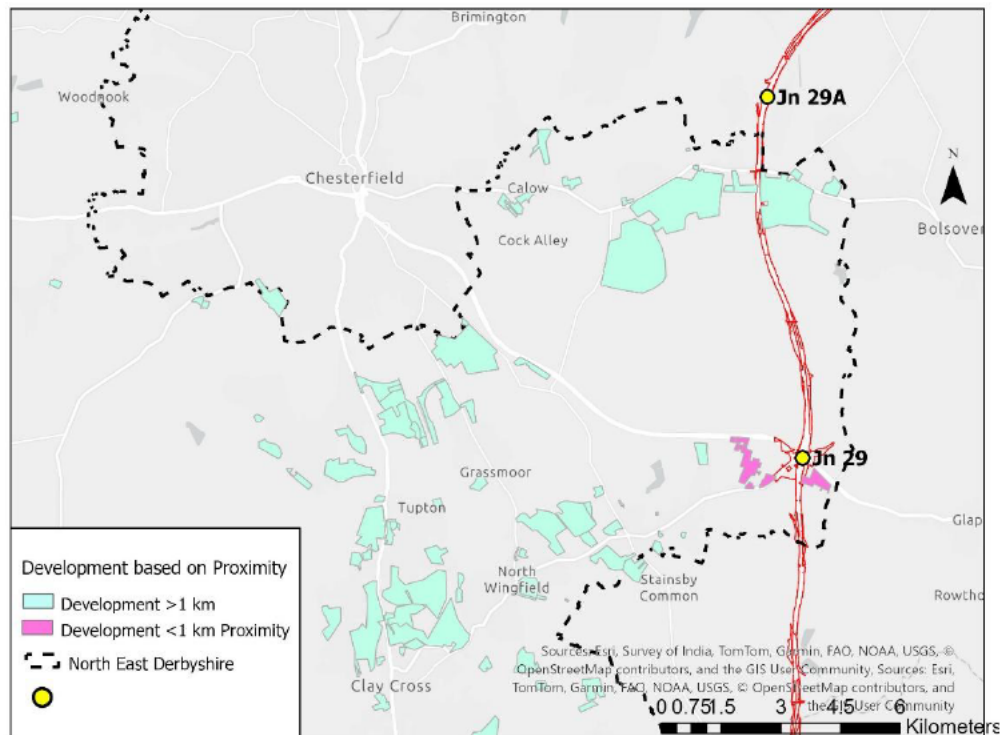


Figure 3 Development within 1km Proximity to SRN Junctions

Employment Allocations

The Local Plan identifies approximately 90 hectares of employment land across the district (Table 4), including several large strategic sites such as:

- Land south of Markham Vale, Long Duckmanton (41 ha)
- Former Coalite Site, Long Duckmanton (12 ha)
- Land off Callywhite Lane, Dronfield (9 ha)
- Land north of Mansfield Road, Doe Lea (5.5 ha)
- Former Coal Yard, Grassmoor (Zones B–D) (4.9 ha)

Many of these sites are located near the M1, with access via Junctions 29 and 29A. As such, they are likely to generate significant volumes of traffic, including Heavy Goods Vehicles (HGVs), which may impact the SRN.

Table 4 Employment Centres

S. No	NEEDC Site Number	Site Location	Size (Hectares)
1	45447	Former Biwaters Site	NA
2	45445	Plot H, Coney Green Business Park, Clay Cross	1.67
3	45446	Land off Upper Mantle Close, Bridge Street Industrial Estate, Clay Cross	0.9

S. No	NEEDC Site Number	Site Location	Size (Hectares)
4	45448	Land off Bridge Street, Clay Cross	2.8
5	45438	Land off Callywhite Lane, Dronfield	9
6	45444	Land at Corrbiggs Industrial Estate	1.9
7	45435	Plot 4 Westthorpe Fields, Westthorpe Fields Road, Killamarsh	0.44
8	45440	Former Coal Yard, Grassmoor (Zone A)	
9	45441	Former Coal Yard, Grassmoor (Zones B-D)	4.9
10	45449	Land off Hardwick View Road, Holmewood Industrial Estate	0.55
11	45192	Land to north of Mansfield Road, Doe Lea (within Heath & Holmewood Parish)	5.5
12	45439	Land off Station Road, North Wingfield	4.8
13	45436	Land off Ravenshorn Way, Renishaw	0.47
14	45442	Land at The Avenue, Wingerworth	1.8
15	45443	Land at The Avenue, Wingerworth	1.1
16	45450	Former Coalite Site, Long Duckmanton	12
17	45041	Land south of Markham Vale, Long Duckmanton	41

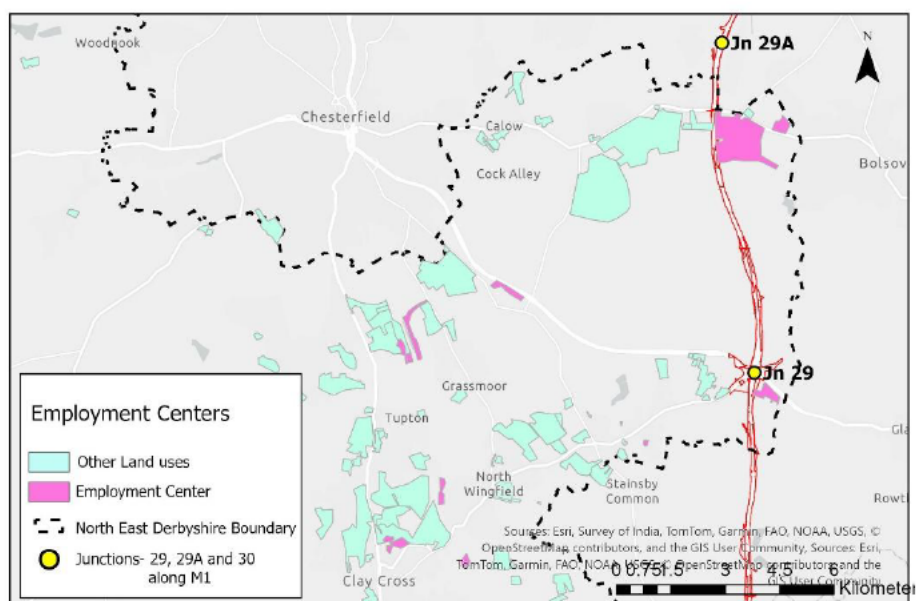


Figure 4 Employment Centres

Information on proposed land use types and indicative floorspace shall be required to support the transport evidence base. This information should be sufficient to enable an appropriate assessment of cumulative transport impacts on the SRN and to inform the identification of any necessary strategic mitigation measures at an early stage.

Transport Evidence Base

National Highways expects that the Local Plan will be supported by a proportionate and up-to-date transport evidence base. While individual site allocations may not give rise to material impacts in isolation, the transport evidence base should consider the cumulative impacts of all proposed development, particularly where the scale of growth could collectively result in significant effects on the SRN. This assessment should be sufficient to inform the identification of any necessary strategic mitigation measures and ensure the continued safe and efficient operation of the network.

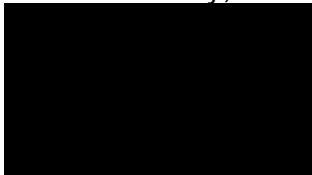
Duty to Co-operate

We acknowledge North East Derbyshire District Council's commitment to engaging with relevant stakeholders to deliver sustainable development. For sites that may affect infrastructure in neighbouring authorities, a coordinated and cross-boundary approach is encouraged. This should include engagement with National Highways, neighbouring local planning authorities, and relevant developers to ensure transport impacts are fully understood and appropriately addressed.

Subject to the points above, National Highways would welcome continued engagement with the North East Derbyshire District Council to support the delivery of the targeted growth.

In the meantime, if you have any questions or comments then please do not hesitate to contact me on the details provided, and through our email address PlanningM@nationalhighways.co.uk

Yours sincerely,



Catherine Townend

Spatial Planner

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