



PINS NOTE 37/2013

To: All Inspectors (England)

Date of Issue: 06 November 2013

Currency: review at 6 months after issue

DfT Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development

Action

1. Inspectors will need to be aware of DfT Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development¹ announced by the Transport Minister on 10 September 2013², setting out new policy on the role of the Strategic Road Network (SRN) in encouraging economic growth. This Circular replaces *Circular 02/2007 Planning and the Strategic Road Network* and *Circular 01/2008 Policy on Motorways and all-purpose trunk roads in England*.
2. The new policy applies from 10 September and is applicable to the whole SRN in England. Inspectors will need to note the changes in policy, which remove some of the burdens on local authorities and decision-makers to make the planning process quicker and simpler. Particular attention should be paid to the relevant parts covering Local Plans, Development Management and both Annex A – Special Types of Development, which sets out additional policy for certain types of development, and Annex B – Roadside Facilities for road users on Motorways and all-purpose Trunk Roads in England, which sets out the requirements for roadside facilities eligible for permanent signing from the SRN (replacing Circular 01/2008).

Background

3. Further to the consultation on the proposed new policy, which closed on 25 March 2013, the Government considered the responses³ to the policy review and stated that some of the recommendations in the responses have been carried through to the new policy while others have not. The new policy seeks to provide a well-functioning SRN,

¹ [DfT Circular 02/2013](#), 10 September 2013

² [WMS by Stephen Hammond MP, 10 September 2013](#)

³ [Strategic Road Network and the Delivery of Sustainable Development – consultation responses, DfT, 10 September 2013.](#)

which helps support economic growth by providing for safe and reliable journeys.

4. Development proposals are likely to be acceptable if they can be absorbed within the existing capacity of a section (link or junction) of the SRN, or there is no increase in demand for a section already at over-capacity. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the proposal are severe. Local authorities and developers will be required to ensure that their proposals comply with the current design standards in all areas, as well as road safety, environmental and non-motorised user audit procedures. The Design Manual for Roads and Bridges⁴ details the requirements for access, design and audit for proposals.
5. Please contact XXXX if you have any queries on this Note.

XXXX

Chief Planning Inspector

⁴ Link to DMRB - <http://www.dft.gov.uk/ha/standards/dmr/>