



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: [REDACTED]
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East Region
National Highways
PlanningEE@nationalhighways.co.uk

To: Norfolk County Council

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: FUL/2024/0001

Location: Land to the east of West Winch Village, King's Lynn

Proposal: Development of 3.5km of new single lane access road known as the West Winch Housing Access Road (WWHAR), with a new roundabout junction between the WWHAR and the A47 trunk road providing access to the planned Hardwick Green development. Additional works include: a new roundabout junction between the...

Referring to the consultation on a planning application dated 23rd March 2024 referenced above, in the vicinity of the A47 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/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 not propose 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 PlanningEE@nationalhighways.co.uk.

Signature: [REDACTED]	Date: 10/04/2024
Name: [REDACTED]	Position: [REDACTED]
National Highways National Highways Woodlands Manton Lane Bedford MK41 7LW	

Annex A **National Highway's 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.

We have undertaken a review of the relevant documents supporting the planning application to ensure compliance with the current policies of the Secretary of State as set out in DfT Circular 01/2022 "The Strategic Road Network and the Delivery of Sustainable Development" and the National Planning Policy Framework (NPPF). This response represents our formal recommendations with regard to planning application FUL/2024/0001.

¹ Where relevant, further information will be provided within Annex A.

Our formal response to this application requires a review of the Transport Assessment and associated modelling, that is currently being carried out. For this reason, we require additional time to fully assess the proposed development. We therefore recommend the application is not determined before 8th May 2024. If we are in a position to respond earlier than this, we will withdraw this recommendation accordingly.

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 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

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.