



Alice Lawman
Spatial Planning
National Highways
Woodlands
Manton Lane
Bedford
MK41 7LW

15 September 2025

Dear Sir/Madam

Regulation 19 Consultation – The Local Plan for the Broads: Review Plan period 2021 to 2041

National Highways welcomes the opportunity to comment on the Broads Authority Preferred Options consultation which covers the period from 2021 to 2041.

National Highways is responsible for the operation, maintenance and improvement of the Strategic Road Network in England on behalf of the Secretary of the State. In the area within and surrounding the Broads Authority, we have responsibility for the A47.

National Highways is a key delivery partner for sustainable development promoted through the plan-led system, and as a statutory consultee we have a duty to cooperate with local authorities to support the preparation and implementation of development plan documents.

National Highways is aware of the relationship between development planning and the transport network, and we are mindful of the effects that planning decisions may have on the operation of the Strategic Road Network (SRN) and associated junctions. We cannot be expected to cater for unconstrained traffic growth generated by new developments, and we therefore encourage policies and proposals which incorporate measures to reduce traffic generation at source and encourage more sustainable travel behaviour.

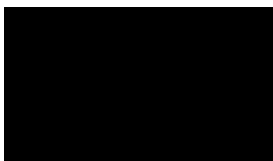
It has been noted that once adopted, the Local Plan will become a material consideration in the determination of planning applications, including allocated residential sites. Where relevant, National Highways will be a statutory consultee on future planning applications within the area and will assess the impact on the SRN of a planning application accordingly. It should be noted that, future planning applications may be required to provide suitable modelling investigating the impact on capacity within the Transport Assessment. Where developments are found to have an impact on the SRN, the developer would be responsible to identify appropriate mitigation measures. In accordance with paragraph 29 of the Circular 01/2022, it should be noted that there cannot be any presumption that the infrastructure will be funded through a future Road Investment Strategy (RIS). Any proposal should comply with DMRB GG119 Road Safety Audit and GG142, Walking Cycling and Horse-Riding Assessment and Review.

Aside from traffic generation from development sites, when land is allocated within proximity to the SRN, the increased number of residents can give rise to other issues. It is likely that these locations will be impacted by noise pollution from the SRN National Highways will not allow noise barriers on its land.

In addition, National Highways will not accept third party connections to its drainage systems as highlighted within paragraph 59 of the Circular 01/2022. Paragraph 59 also states that developments must not add extra run off to existing systems where existing informal or formal connections exist.

We trust the feedback above is useful in the progression of your proposals and welcome continued discussions with the council. If you have any questions, please do not hesitate to contact me directly.

Yours Sincerely



Alice Lawman

Spatial Planner – Cambridgeshire & Norfolk

National Highways Spatial Planning (East)

