

Matter 6 Hearing Statement - William Gould

Representing Residents of Humber Lane

Representor ID: O13

Matter 6 – Development Management Policies

Issue 6: Sustainable Travel and Transport (Policies ST1–ST5)

MIQs addressed: 122, 123

1. Introduction

This statement responds to **Matter 6, Issue 6** and addresses **MIQs 122 and 123** in relation to the application of transport policies to development affecting Humber Lane and the SC2 allocation.

It is supplementary to my original **Regulation 19 representation**, which raised concerns about:

- The suitability of Humber Lane for additional traffic
 - The impact of growth on local residential roads
 - The lack of clear, plan-led mitigation
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2. MIQ 122 – Assessment of transport impacts

MIQ 122 considers whether transport impacts are properly assessed.

The **Traffic Modelling Report [IS04]** assesses:

- Strategic network performance
- Traffic flows and delays
- Junction capacity

However, my Regulation 19 representation raised concerns about:

- Localised impacts
- Humber Lane's residential function
- Amenity and safety issues

These matters are not the primary focus of strategic modelling and have been thus far overlooked.

Change sought:

Transport policies should explicitly require:

- A more thorough assessment of residential road impacts before approving large scale development.
 - Consideration of amenity and safety, not just capacity.
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4. MIQ 123 – Cumulative impacts

MIQ 123 asks how cumulative impacts will be managed.

The [EIA Scoping Report] acknowledges:

- Cumulative, compounding effects with the wider SC2 allocation
- Significantly increased traffic volumes on already stressed networks at baseline
- The need for mitigation

My Regulation 19 representation highlighted that:

- Humber Lane is already sensitive with numerous ongoing road safety concerns from its users and residents
- Additional growth will compound existing pressures and no mitigation has been offered

Change sought:

Policies should ensure:

- Cumulative impacts on residential roads are a key consideration and mitigation plans must be in place before development approval.
 - Mitigation is identified early, not deferred
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5. Summary

To improve the soundness of the Plan, transport policies should:

- Provide clearer guidance for sensitive residential roads
- Require assessment of local amenity impacts
- Address cumulative effects more explicitly

This would ensure sustainable travel policies operate effectively in sensitive locations such as Humber Lane.

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