

As the sole IP focussed entirely on transport issues, we have been very concerned by the submissions and evidence provided by the applicant on this important subject.

We maintain that the selection process for the route of the SLR, and the subsequent peer review, was flawed and insufficiently evidence-based, and that alternatives were not considered sufficiently. This issue should be entirely reappraised by the Highways Authority or a qualified independent body.

Given the evidence submitted in the hearings, we believe that the unimproved B1122 is not capable of taking the very high volumes of traffic planned in the 'Early Years' without bringing unreasonable congestion, noise, pollution, blight, vibration damage and road safety risk to residents living along the road, and communities dependent on it. We therefore urge the Examiners to insist that construction on the Main Development Site not commence until the SLR and Park & Rides are complete. If this is not possible, then a substantial and detailed programme of mitigation and compensation measures must be agreed and laid down, far beyond those so far suggested.

While we already believe that the projected traffic will swamp the rural roads network, our confidence in the applicant's projections of vehicle traffic has been further undermined by the late inclusion of 40 tanker HGVs per day, and the still vague volumes of rail and sea deliveries.