

UE5 site, Portsdown Hill, Bedhampton

29th May 2014

Response to Havant BC regarding the cumulative impact issue.

1. This matter was raised at the Development Consultation Forum in January 2014 and addressed in the Transport Statement. The additional traffic on the network due to the 47 dwellings on the site is set out in Table 6 and Figure 5 of that Statement. Table 6 identifies that at the Bedhampton Hill / Maylands Rd junction there would be an additional 7 vehicles in the AM peak and 8 vehicles in the PM peak. Further away from the Portsdown Hill site the incremental traffic will be even less. The junctions closer to the site (i.e. the Rusty Cutter) experience higher incremental traffic flows and have been shown in the capacity analysis that they can accommodate the future traffic flows without exceeding capacity.
2. Advice from the DfT in their guidance on Transport Assessments and Transport Statements [*DfT Guidance on Transport Assessment March 2007, para 2.11*] is that it is normally only necessary to consider roads and junctions that experience increases in traffic of more than 30 vehicles per hour. The junctions east of the A3(M) will experience increases of less than 8 vehicles per hour due to the development which is far lower than the normal day-to-day variation in peak hour traffic flow on urban roads.
3. The Transport Statement (para 6.7) advises that *'there is no location on the local highway network that is likely to experience any noticeable change in operating conditions'*. That position has been accepted by both the local highway authority and the Highways Agency.
4. The impact of the Scratchface Lane and Havant Retail Park developments were assessed and reported in the Transport Assessments submitted with each application. This impact of each was accepted by the local highway authority, with that of the 86 dwellings on the former Havant Retail Park being accepted to be less than in its previous use. Overall the addition of up to 8 vehicles per hour to the expected future flows on the Maylands Road (Belmont) junction will be insignificant.
5. The NPPF advises at para 32 that *'development should only be refused on transport grounds where the residual cumulative impact are severe'*. It has been shown that this will not occur because of the Portsdown Hill development.