

Questions on, and arising from, the submitted Environmental Statement and Transport Assessment

Southleigh strategic site, APP/26/00324

For the attention of: Bob Young, Case Officer, Havant Borough Council

For inclusion in the planning file for: APP/26/00324 (Southleigh strategic site)

Prepared by: Bob Comlay, Havant Civic Society, 6 July 2026

This document sets out a series of detailed, factual questions arising from Havant Civic Society's review of the Environmental Statement (ES) and Transport Assessment (TA) submitted in support of planning application APP/26/00324 (Southleigh, up to 1,800 dwellings). It is submitted for inclusion in the case file, for consideration alongside the technical assessment already being undertaken by Havant Borough Council and Hampshire County Council Highways.

The questions below are confined to specific, verifiable points in the applicant's own submitted documentation. They are factual and technical in nature, directed at the applicant's evidence rather than at wider planning policy, and are intended to be capable of being answered by reference to the applicant's own submitted material.

This document is compiled from cross-referenced primary sources – the applicant's own submitted Environmental Statement and Transport Assessment, National Highways correspondence, and dated site observation – rather than independent traffic modelling; where it identifies gaps, it does so by tracing inconsistencies within and between those documents rather than by disputing technical findings.

A. Junction capacity findings in the Transport Assessment

Question A1 – The Transport Assessment's own junction capacity modelling shows the Emsworth Road / Southleigh Road / Pook Lane junction collapsing to between –33% and –41% Practical Reserve Capacity once development traffic is added, yet this link was screened out of the Environmental Statement's assessed study area on the grounds that the modelled traffic-flow increase falls below the standard IEMA threshold. Given that a flow-based screening threshold does not itself measure capacity outcome, and that the applicant's own transport consultant states that “no immediately available mitigation scheme is clear” for this junction, (a) does the applicant accept that this screening threshold was not an appropriate basis for excluding a junction with a known capacity failure from the Environmental Statement's formal assessment, and (b) what mitigation is now proposed?

Question A2 – The Horndean Road/Bartons Road and Horndean Road/Southleigh Road junctions are shown remaining over capacity in the AM peak under every scenario tested, including the most optimistic, even after the proposed signalisation mitigation is applied, and both were already recorded as over capacity at the 2038 future baseline before any Southleigh development traffic is added. Given that the applicant's own modelling shows no scenario in which either junction is brought within capacity, what residual capacity shortfall is the application asking the Local Planning Authority to accept at each junction, and on what planning policy basis is that shortfall considered acceptable?

Question A3 – At the Warblington interchange, the applicant's mitigation scheme is reported as achieving full capacity resolution when modelled in isolation. Does that modelling separately identify and quantify the additional loading arising from (a) Chichester District Council's committed housing pipeline along the A259 corridor, (b) Amazon HGV/LGV movements between the DPO1 and DBN5 delivery stations, and (c) overflow traffic diverted from the Langstone interchange when it is saturated? If it does not, on what basis can a result modelled “in isolation” be relied upon as representative of the junction's likely operating condition once the development is occupied?

B. Mitigation scheme design status

Question B1 – As of the most recently reviewed engineering drawing revisions, the mitigation scheme designs for all four off-site junctions affected by the development – Horndean Road/Bartons Road, Horndean Road/Southleigh Road, Bartons Road/Eastleigh Road, and the Warblington interchange – remain marked as drafts for discussion rather than finalised for submission or construction. Can the applicant confirm whether finalised, construction-ready designs for each of these junctions were included in the application as validated on 3 June 2026, and if not, by what date they will be provided?

Question B2 – Since the capacity conclusions reported in the Transport Assessment depend on these mitigation schemes being deliverable exactly as drawn, what assurance can be given that the designs will not change materially between the current draft stage and detailed design, in a way that would alter the capacity outcomes reported to the Local Planning Authority?

C. Undelivered link road and active travel provision

Question C1 – The Environmental Statement confirms that a previously-considered pedestrian and cycle bridge at the Southleigh Road level crossing is “no longer a funding priority for HBC or HCC”. Can the applicant confirm what active travel crossing provision, if any, now forms part of the current proposal in its place, and what assessment has been made of the resulting effect on the site's modal shift targets?

Question C2 – No vehicular link between Bartons Road and a redesigned Warblington interchange (the long-proposed Southleigh Link Road) forms part of the current proposal. Can the applicant confirm whether any part of the Southleigh development's own funding or delivery obligations is directed toward this link, or whether its delivery remains wholly dependent on other, currently uncommitted funding sources?

D. SRN access, diversion and rat-running routes

At the Development Consultation Forum (DCF) held with Bloor Homes on 27 January 2026, Havant Civic Society's Bob Comlay spoke to the slide reproduced below, which was displayed on screen to the audience as part of the meeting's integrated presentation set. The audio and video recording of the meeting confirms that this slide was shown and spoken to; however, it is not included among the materials published on HBC's Development Consultation Forums webpage (<https://www.havant.gov.uk/comment/development-consultation-forums>), which for this forum publishes only Bloor Homes' own developer presentation. Of the other community speakers at the same DCF, Mr Bateman and Ms Emms did not speak to slides, so no comparable omission arises for their contributions. Havant Civic Society submits this slide here so that it forms part of the written case file record for APP/26/00324.

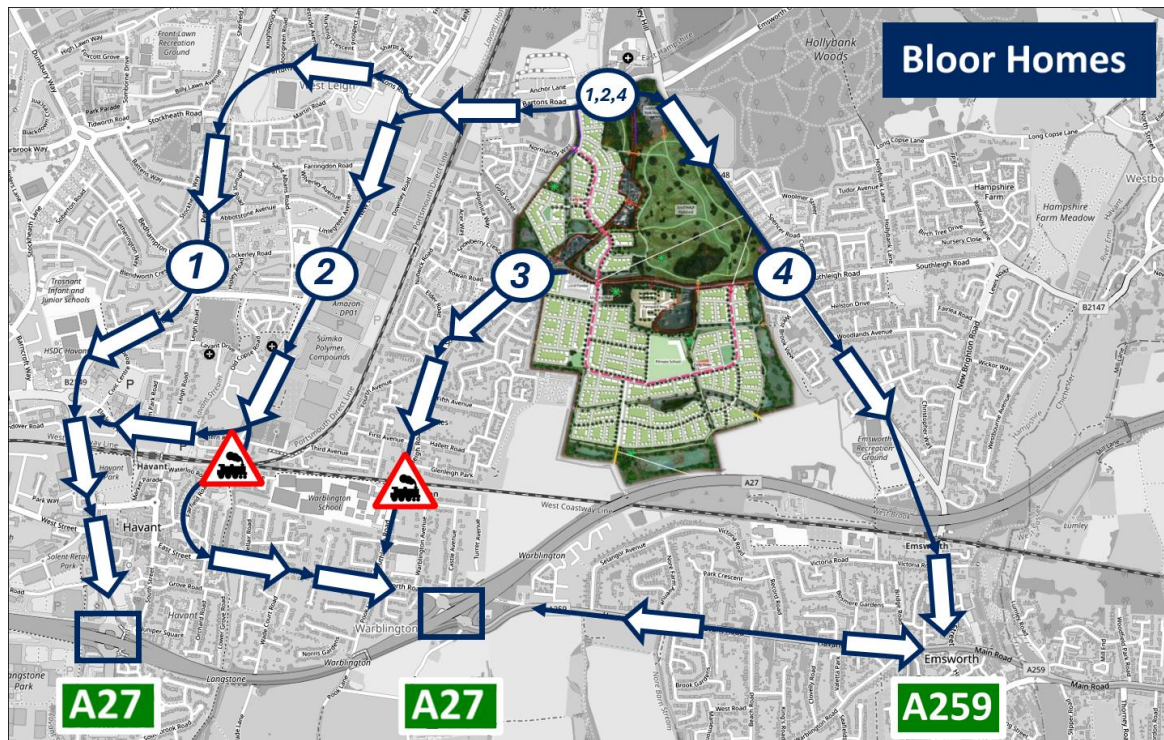


Figure D1: HCS's four identified SRN access routes for Southleigh – Route 1: Petersfield Road; Route 2: New Lane; Route 3: Southleigh Road; Route 4: Horndean Road – as presented by Bob Comlay to Bloor Homes at the Southleigh DCF, 27 January 2026. Not included in HBC's published DCF record.

The numbering on the slide reflects sequence around the chart only and does not represent an assessment of priority or likelihood.

Of the four routes shown, Routes 3 (Southleigh Road) and 4 (Horndean Road) are, on Havant Civic Society's reading, already described and modelled within the submitted Transport Assessment and Environmental Statement – including the Horndean Road junction capacity findings addressed in Section A above. Routes 1 (Petersfield Road) and 2 (New Lane), by contrast, do not appear to have been modelled for the operational traffic they are expected to carry once the development is occupied. This was the specific point Havant Civic Society pressed at the January 2026 DCF and is restated below as two direct questions.

Question D1 (Route 1 – Petersfield Road) – Havant Civic Society expects Route 1 (Petersfield Road) to be designated as the construction traffic route by planning condition, given the sensitivity of the other three routes and the fact that most or all construction traffic will need to reach Southleigh from the SRN. This is not, however, stated as such in the applicant's submitted Framework Management Plan documentation. Separately, in Havant Civic Society's assessment, Route 1 will also carry a significant share of Southleigh's operational traffic once the development is occupied. Can the applicant confirm (a) whether Route 1 is intended to be secured as the construction traffic route by condition, and (b) whether Route 1's operational, post-construction traffic share has been separately modelled in the submitted Transport Assessment?

Question D2 (Route 2 – New Lane) – In Havant Civic Society's assessment, Route 2 (New Lane) is the most likely route for Southleigh residents' and gig-economy delivery traffic travelling to and from the town centre, bypassing the signalised junctions on Petersfield Road. Was Route 2 tested as a diversion or rat-running route anywhere in the submitted Transport Assessment? If

not, why was it excluded, given the documented pattern of comparable rat-running from the nearby Amazon DPO1 site onto equivalent residential corridors¹?

Havant Civic Society requests that, if Routes 1 and 2 have not been explicitly modelled as set out above, this gap be addressed either through further assessment or through a reasoned explanation of why they are not expected to carry material operational traffic. Routes 3 and 4 are not considered to raise the same gap, since both are already reflected in the submitted assessment.

E. Currency of the traffic baseline

Question E1 – The applicant's traffic baseline is dated June 2023. Can the applicant confirm whether this baseline, or the assessment built on it, has been updated to reflect Amazon DPO1's subsequent expansion into Same Day delivery, and the opening of the DBN5 delivery station in March 2024 – both of which post-date the stated baseline and both of which generate HGV/LGV movements on corridors relevant to the junctions assessed for Southleigh?

F. Committed development schedule (Transport Assessment, paragraph 10.4.3)

Question F1 – The Transport Assessment's committed development schedule at paragraph 10.4.3 includes APP/17/0063 (Southleigh House) and APP/19/00007. Can the applicant confirm whether National Highways was separately consulted on either of these applications, given their individual scale, and if not, on what evidential basis their combined contribution to background SRN loading has been correctly captured in the cumulative assessment?

Question F2 – The same schedule includes APP/19/01226 and APP/21/00893, both of which route via Emsworth Road and the A259 to reach the SRN at the Warblington interchange. Can the applicant confirm what volume of daily traffic movement each of these committed developments was assumed to contribute to the modelled loading at the Warblington interchange, and over what assessment period?

G. Background growth methodology

Question G1 – What background traffic growth dataset and vintage (for example, a specific TEMPro/NTEM release) was used to derive the committed-development and background-growth figures in the Transport Assessment? Given that the National Trip End Model has no distinct trip purpose or vehicle mode for gig-economy home-delivery trips, what bespoke local adjustment, if any, was applied to account for this growth, and how was the scale of that adjustment derived?

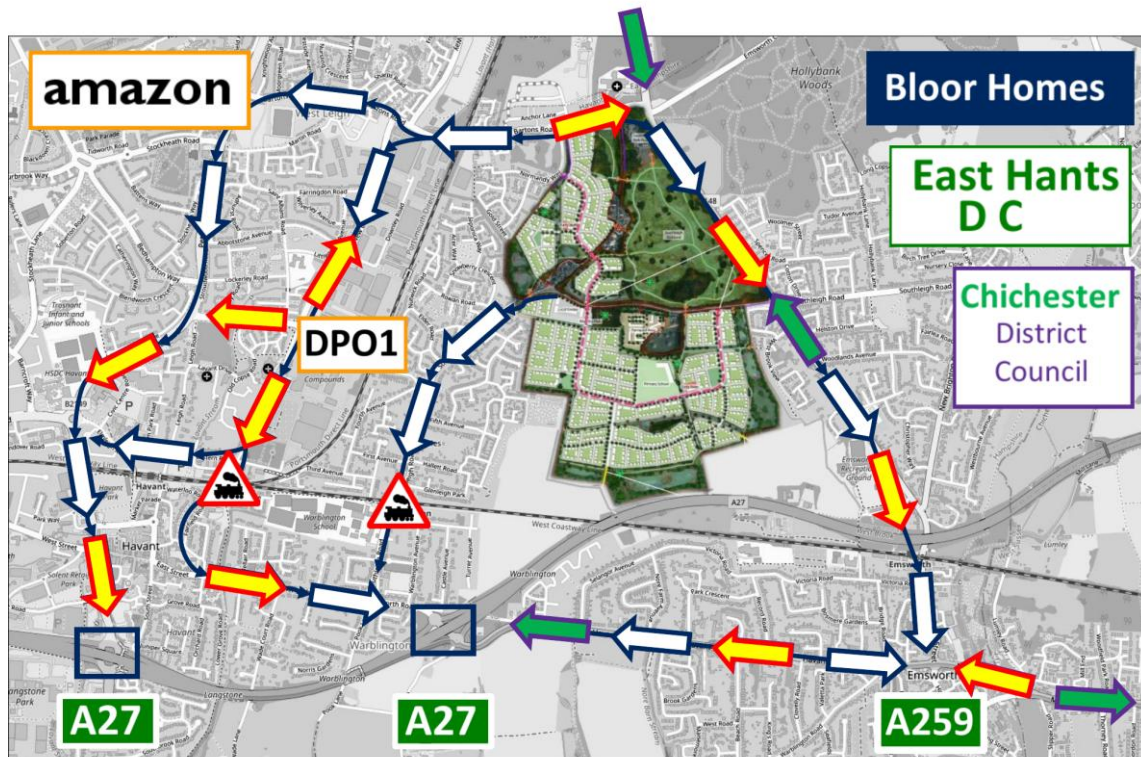
H. Questions raised at the January 2026 Development Consultation Forum, formally requested but not yet answered

At the same Development Consultation Forum on 27 January 2026, Havant Civic Society's Bob Comlay put five further questions to Bloor Homes and Havant Borough Council, reproduced on the final slide of the presentation referred to in Section D above. In closing his remarks, Mr Comlay explicitly asked the Chair, Councillor Netty Shepherd, to request written responses to these five questions from planning officers and the developer, stating that they needed to be

¹The author of these questions has served as a local resident representative on the Amazon DPO1 Community Liaison Panel, established under condition 30 of the planning consent for APP/21/01244, since its inaugural meeting in July 2023.

addressed before any traffic assessment could be considered sound. No written response to this request was given at the meeting, and none has been received since. A verbatim transcript of the meeting, taken from the Havant Borough Council published recording, is available at <https://havantcivicsociety.uk/wp-content/uploads/2026/01/hcs-transcript-bloor-homes-southleigh-dcf-27-january-2026.pdf>.

Havant Civic Society reopens these five questions here, addressed directly to the case officer for APP/26/00324, so that they may be formally answered as part of the determination of this application.



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Figure H1: the fourth and final layer of HCS's route diagram, adding recent and committed development traffic from East Hampshire District Council and Chichester District Council, and Amazon DPO1 delivery station movements, onto the same four SRN access routes. Presented by Bob Comlay at the January 2026 DCF; not included in HBC's published DCF record.

Question H1 – How does the Transport Assessment account for traffic from neighbouring and cross-border developments in East Hampshire and Chichester districts, all of which draw on the same limited A27 and A259 routes serving the Southleigh site?

Question H2 – How has a reliable traffic baseline been defined, given that Amazon DPO1's continually evolving, highly dynamic operational process is neither constant, independently measured, nor – on the evidence available to Havant Civic Society – managed in accordance with agreed conditions or subject to enforced monitoring?

Question H3 – What evidence supports the assumption that the local road network, already at or near saturation, can safely absorb traffic from 1,800 new homes at Southleigh alongside multiple other recent and committed developments, each with a distinct and growing trip-generation profile?

Question H4 – Can the Local Planning Authority confirm that the supporting documentation for this application, and the planning system through which it will be consulted upon, are capable of delivering a lawful and transparent consultation process without procedural vulnerability?

Question H5 – Given that Havant's identified housing need is predominantly for one-bedroom and two-bedroom affordable and social housing, how is the permanent loss of the site's arable land justified for a development whose housing mix has not been demonstrated to meet that specific need?

Summary and request

Havant Civic Society requests that this document, and the questions it contains, be added to the case file for APP/26/00324 and drawn to the attention of the applicant, so that responses may be provided and considered as part of the determination of this application.

Bob Comlay - Havant Civic Society, 6 July 2026