

I am writing to register my strongest possible objection to the outline planning application for the Southleigh development. As a resident living directly off the impacted network, I know these roads inside out, and the transport assessment provided by the developer does not reflect reality.

To claim that a mega-development of this scale will result in minimal vehicle generation at peak times is completely wrong. It entirely ignores the cumulative reality of what is happening on our doorsteps, including the active building at Southleigh Park House and the creeping developments along Bartons Road. Crucially, since the developer completed their traffic assessment, a significant number of the houses planned between here and Chichester have actually been built and are now occupied. The roads are already substantially busier as a direct result of this completed construction, meaning the developer's baseline data is entirely obsolete and heavily understates the actual volume of traffic we are experiencing right now.

My primary and most urgent concern is the direct, severe impact this gridlock will have on the basic, critical utility services that keep our home running. Our property is entirely off-grid. We rely completely on scheduled tanker deliveries of LPG fuel for our heating, and we are dependent on a private septic tank and soakaway system for our drainage.

The developer's cheap proposal for a permanent 4-way traffic light system at the main crossroads of Emsworth Common Road, Bartons Road, Horndean Road, and Comley Hill is entirely the wrong engineering solution and will cause total gridlock. We have already lived through a preview of this. During the recent deployment of temporary 4-way traffic lights at this exact intersection, the entire network suffered miles long queues. Tailbacks stretched in all directions, causing immense frustration and massive delays.

The disruption caused by these temporary lights was not just limited to the miles long queues. It led to an immediate and unacceptable increase in anti-social behaviour and environmental pollution directly outside our home. Because drivers were trapped in unmoving traffic, we suffered from constant beeping and horns blaring at all hours of the day, drivers playing incredibly loud music while stuck in the gridlock, and a massive influx of litter being thrown straight out of car windows into our hedges and verges. Furthermore, the toxic air pollution from hundreds of idling engines sitting stationary outside our windows for prolonged periods poses a direct risk to our health. Our residential peace, air quality, and local environment were completely shattered by the sheer frustration of the motorists.

If a permanent 4-way system is installed, this hostile environment will become our daily reality, and our home will become entirely unserviceable. Heavy vacuum trucks needed to pump out our septic tank will be trapped in permanent standstill traffic. Most critically, when our LPG tanker arrives, it has to park up to transfer thousands of litres of

highly flammable liquid gas into our tank. If the road is reduced to a permanently gridlocked, slow-moving queue, these major LPG fuel delivery operations will be forced to take place directly alongside a live lane of frustrated commuter traffic. Having an LPG tanker transferring thousands of litres of gas while surrounded by idling engines, shouting drivers, blaring music, and vehicles attempting erratic bypass manoeuvres is a catastrophic health and safety risk.

Furthermore, these large vehicles trying to slow down, manoeuvre, or stop to service an off-grid property in the middle of stationary commuter queues will block the highway entirely. There is also a distinct structural risk to our drainage, as the continuous stacking of heavy vehicles and stationary queues on these narrow rural lanes risks causing structural compaction damage to underground soakaways and private drainage infrastructure close to the carriageway.

The physical reality of the road width makes the developer's layout completely unworkable. The existing footpaths have already been widened to accommodate cycles and pedestrians, which has significantly reduced the available width of the vehicle lanes. Because of this existing infrastructure, there is simply not enough physical space on the ground to implement the rigid, multi-lane traffic light design they are proposing without putting pedestrians and cyclists at risk. To make matters worse, the cycle lane they have designed literally leads to nowhere, terminating abruptly with no connection to the wider network. They have completely failed to address or fix this design flaw in their current plans, proving how rushed and thoughtless this scheme is.

Beyond the road network, our wider infrastructure is already at breaking point, particularly regarding wastewater. The sewer system in this area is completely at capacity. We are already seeing the devastating consequences of this overload, with constant, unacceptable discharges of untreated sewerage being pumped directly into our local sea and coastal waters. Adding the burden of thousands of new homes to an infrastructure network that already cannot cope with current demand is environmentally irresponsible. The council cannot continue to approve massive expansions when the baseline utilities are failing and polluting our environment.

Furthermore, the proposal to introduce a second set of traffic signals just down the road at the Southleigh Road and Horndean Road crossroads makes this plan completely unworkable. Placing two massive four-way signal systems in such close proximity is a recipe for absolute disaster. The stationary queues waiting at the Southleigh Road lights will inevitably back up straight through the junction at Emsworth Common Road and Bartons Road. When queues from one set of lights block the green phase of the next, the entire local network will permanently lock up.

If this layout goes ahead, it will also create a situation where emergency services, such as ambulances and fire engines, will struggle to reach our properties during peak times

because there will be physically nowhere for cars to pull over on these narrow roads. Routine but vital services, like weekly refuse collections, delivery vehicles, and local tradespeople, will be caught in permanent standstill traffic, making it impossible to service our home efficiently.

The core layout of their plan is totally blind to how our roads actually function. The design treats Bartons Road and Emsworth Common Road as quiet side roads with short green lights, but in reality, this is the primary regional commuter artery used by drivers trying to funnel toward Chichester, which is now significantly more congested due to the recent completion of the surrounding housing developments.

The developer's data also completely glosses over the physical constraints of our lanes. The assessment completely ignores the massive everyday influx of multi-drop delivery networks, like Amazon logistics, which heavily use Emsworth Common Road to service local residents. Emsworth Common Road is also a vital working route for local farming. The council has historically been forced to alter the layout here because it was physically too narrow for large tractors and combine harvesters to turn. Forcing these massive vehicles into tight, rigid traffic-light boxes with concrete signal islands guarantees they will overrun pavements, block opposing traffic, and completely trap local residents trying to turn out of their own driveways.

We completely accept that these crossroads have safety issues that need addressing, but multiplying the number of traffic lights is absolutely not the answer. Look at Welborne in Fareham, they were rightly forced to build a proper, functioning new junction to cope with their development. If the council allows the developers to skip out on a dedicated link road to the A27, they are actively planning the structural failure of our community. A free-flowing roundabout framework must be insisted upon instead to maintain continuous filtering and naturally calm the fast approaches without creating endless stationary queues that trap us in our homes.

I urge the planning committee to look at the real-world evidence of the noise, toxic air pollution, and litter caused by stationary queues, to recognize that the developer's baseline traffic data is completely out of date due to recently completed local housing, to consider the compounding impact of stacking multiple sets of lights together, to protect our environment from further sewerage failure, and to reject this deeply flawed application.

I would appreciate if someone could acknowledge that you have received this and I will also ask my husband to reach out to you with his feedback.

Kindest Regards

