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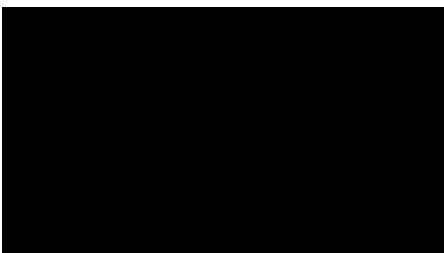
29th July 2026

Attention: Planning Development Service

Application Reference APP/26/00324 Southleigh Road Housing

Please find attached Grounds for Objection to the above referenced Application. I respectfully request these be added to the file of Objections for this Application.

Best regards,



P.S, I CAN PROVIDE WORDFILE OF THE ATTACHMENT UPON REQUEST.

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Grounds for Objection: Areas Forming Current Application

Various Overview Maps have been generated showing disparate areas of planned development. It is unclear from the Application, which of these areas (or parts thereof) form the current Application nor future applications by the Developer or Others. These cannot be considered in isolation, and thus statements shall be included at this Application accordingly.

1. Field Area Bounded by Bartons Road, Eastleigh Road, Southleigh Road and (to the West) Existing Housing Development
2. Field Area Bounded by Eastleigh Road, Southleigh Road, Horndean Road and Existing Properties Northward towards Bartons Road
3. Field Area Bounded by Southleigh Road, A27 Easement and South Coast Railway Line East of Warblington Station, Existing Housing (to the East) Towards Emsworth and (to the West) Towards Existing Recent Housing of Denvilles and Warblington.
4. Infill Between South Coast Railway Line East of Warblington Station and A27 Easement.

Grounds for Objection: Overall Duration of Works

There is no doubt obstruction and congestion to existing residents and road users from the New Development and the Services approaching same. Commitment shall be given by Developer of the Overall Duration for the Development Works, and Stagewise Durations for each Area and Class of Works to be undertaken by The Developer and the Various Statutory Bodies required to impede normal use of the approach roads.

Grounds for Objection: Access and Egress Interim the Development

Requires a Washdown at each point of egress to inspect and remove mud and debris from construction vehicles before their exit onto the public highway as well as interception of its effluent to prevent it entering the existing stormwater system. Traffic control of the public highway will be required as a minimum during hours of working. It shall also be necessary to constrain construction vehicles from using Eastleigh Road. Clear statements shall be included within the Application, binding the Developer to provision of adequate facilities in respect thereof as well as inspection/approval of same by the Statutory Authority.

Grounds for Objection: Access and Egress Permanent at the Completed Development

Notwithstanding efforts made recently at the North End of Eastleigh Road and Bartons Road to Horndean Road Intersections, Existing Roads are patently inadequate to Service the existing Users and by extension the quantum of New Users to be added by the New Development. These roads have many small junctions and narrow roads and with bends.

Southleigh Road has at least two blind bends one of which is current location of an existing agricultural and light industrial area subject to both private and commercial vehicles. Currently,

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the speed limit on this section of road is 40mph and vehicles often cross the median line especially at the bends. Moreover, further along Southleigh Road there is the Warblington Station Level Crossing, Warblington School and Green Pond Corner Intersection with a view to joining the A27 Eastbound and Westbound at current underpass. At Scheduled Times of Railway Congestion (concurrent to peak vehicle traffic), existing accumulation extends back onto the Havant to Emsworth Road. Moreover, in the absence of a proper pedestrian and cycle friendly bridge across the Railway, many pedestrians and cyclists choke the crossing such that they inevitably stray onto the carriageway. It is clear this situation is unacceptable. It is further clear that additional pedestrian, cyclist and vehicle traffic from the New Development will further adversely impact the safe use of this corridor. This route cannot be considered as a primary access to the New Development.

There needs to be joint statements from both the Developer and Providers of Bus and Train Services regarding mitigation of New Development increase in traffic by improvements to Public Transport, dedicated Access and Egress to same, and including Drop Off / Pick Up Parking where appropriate. Where the Development shall be in stages, the full scheme shall be defined as well as the stagewise implementation.

Existing recent housing areas East of Southleigh Road, have consumed near capacity of those feeders onto Southleigh Road. These routes cannot be considered as a primary access to the New Development.

Eastleigh Road has both two blind bends, a blind hill, no median markings over much of its length, and an absence of designated footpaths/cycle paths, rendering the current situation unsafe to existing residents. Currently, the speed limit is 40mph. The South end of Eastleigh Road is a T-Junction onto a right-angled bend of Southleigh Road. There is no effective passing place to Westward traffic on Southleigh Road (not turning into Eastleigh Road), nor is there safe crossing for pedestrians and cyclists at this Junction. This route cannot be considered as a primary access to the New Development.

It is clear this condition will be further disimproved by additional road users, pedestrians and cyclists that may be anticipated from the New Development. It shall please be made plain within the Application what and by whom the current situation shall be alleviated.

The road Northward on Horndean Road has historically been subject of several fatalities especially at the double bend North of Bartons Road intersection and beyond at the Humpback Bridge traversing the Portsmouth the London Main line. Further North on Horndean Road, at the approach to Rowlands Castle, the route passes a school subject to 20mph limit and double mini roundabout with significant existing traffic. This route cannot be considered as a primary access to the New Development.

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Westward use of Bartons Road through Leigh Park is already near its safe capacity, traversing North South roads approaching Havant, and with many junctions. This route cannot be considered as a primary access to the New Development.

It is therefore considered imperative that the New Development have its own dedicated access/egress at the A27. No such provision is made within the current Application and it is thus Objected.

Grounds for Objection: Sustainable Stormwater Drainage Interim the Development

The corresponding statements binding both the Developer and the Statutory Authority shall be made plain within the Application to this end. Contamination by construction fluids and sterilization of retained stagnant water shall also be addressed.

Grounds for Objection: Earthworks Interim the Development

The existing area is subject to agricultural use and thus organic matter/topsoil is considerable. This material is necessarily unsuitable for general filling, but shall be reserved for landscaping use upon completion of the Development. The Developer shall further make plain their intentions regarding import/export of general fill requisite to level or crown the site.

Grounds for Objection: Contamination Interim the Development

Developer shall provide binding statement defining measures to assure the Facilities of the Construction in each Area of New Development segregate same from native ground to avoid contamination such as by fuel, lubricants and staff effluent.

Grounds for Objection: Sustainable Stormwater Drainage at the Completed Development

Current legislation mandates the design and use of sustainable drainage systems (SUDS) to intercept and temporarily hold back surface runoff, to allow its controlled release after a stormwater event. The new Development shall necessarily increase the rate of runoff unit hydrograph from within the catchment due to enhanced pavement area and roof area. The new system envisaged by the Developer and the Statutory Authority shall be defined and adequate space provided within the application to prevent the inundation of the existing system. Where the Development shall be in stages, the full scheme shall be defined as well as the stagewise implementation. It shall be made plain within the application binding both Developer and the relevant Statutory Authority to this end.

Grounds for Objection: Services in Respect of Water Supply at the Completed Development

Recent development within the area (West and North of Bartons Road as well as East of Southleigh Road) has seen a marked reduction in Water Mains pressure experienced by existing customers in the Denvilles area. It is anticipated that the New Development shall be stand alone

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with new supply mains and other infrastructure based upon Standard Consumption of water per head/per housing unit or each type, together with Effluent Discharge at 95% of consumption. Where the Development shall be in stages, the full scheme shall be defined as well as the stagewise implementation. It shall be made plain within the application binding both Developer and the relevant Utility Supplier to this end.

Grounds for Objection: Services in Respect of Effluent Discharge Management

Existing Users and Facilities are found to be near capacity without addition of the New Development. Accordingly, the New Development effluent shall be segregated from the existing, such as by dedicated collection, holding, pumping and pressurized main. The system envisaged by the Developer and the Statutory Authority shall be defined and adequate space provided within the application to prevent the inundation of the existing system. Where the Development shall be in stages, the full scheme shall be defined as well as the stagewise implementation. It shall be made plain within the application binding both Developer and the relevant Statutory Authority to this end.

Grounds for Objection: Services in Respect of Gas Supply

Recent development on the outskirts of Horndean included the laying of a new gas system, since there remains no current legislation prohibiting connection of new mains gas customers. It is anticipated that the New Development shall be similarly catered. Accordingly, both new Pressure Reduction Station and Gas Main (up to and within the New Development shall be defined inclusive of special limits to ensure safety with respect to pedestrians, vehicles and buildings. Where the Development shall be in stages, the full scheme shall be defined as well as the stagewise implementation. There needs to be made plain in the application binding both the Developer and System Supplier to this end.

Grounds for Objection: Services in Respect of Electricity Supply

Existing Electricity Supply System is mature system and not readily extendible to cover such a large new demand. Accordingly, both new Substation and Mains Cabling predominantly Buried to the site of the Development shall necessarily be in place before the New Development can be energized.

Full consideration as per current regulations shall be given to onsite electricity generation by local solar or wind. However, such does not form a complete source at all times, and peak demand shall necessarily be concurrent to existing customers demands.

Full consideration as per current regulation shall be given to onsite Heat Pump Technology, inclusive of power demand thereof, and its acoustic signature with respect local versus site wide implementation.

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Where the Development shall be in stages, the full scheme shall be defined as well as the stagewise implementation. This shall be made plain in the application binding both the Developer and the Mains System Supplier to this end.

Grounds for Objection: Services in Respect of TV Telephone Internet

Existing Networks have markedly disimproved locally as a result of the Amazon Distribution Hub on New Lane, and those serving existing customers on Southleigh Road are predominantly, by Overhead Telegraph Poles and Cable Catenary parallel and orthogonal to the road itself. This is clearly unsatisfactory for the New Developments. There needs to be Clear Statement within the Application that the new development shall in no way further reduce the existing network and to do so requires a dedicated facility as part of the development. Where the Development shall be in stages, the full scheme shall be defined as well as the stagewise implementation. This shall be made plain in the application binding both the Developer and the System Supplier to this end.

