

[Chair – Councillor Netty Shepherd \(Hayling\), Introductions](#)

Good evening ladies and gentlemen.

I would like to offer a very warm welcome to this Development Consultation Forum relating to the Southleigh strategic site. My name is Councillor Netty Shepherd and I am Deputy Leader of Havant Council and I will be chairing this meeting tonight.

Before we start, I would like to remind everyone in attendance about the format of this meeting. The meeting has been requested by Bloor Homes to provide an opportunity for residents and the wider community to hear about their proposal for the Southleigh site and also gather feedback to inform their potential forthcoming planning application.

To be clear, this meeting is not to determine any application or discuss any allocation in the emerging Local Plan. As per the council's policy for DCF meetings, councillors will be asking questions at this meeting and I will be inviting them to do so later. Residents are very welcome here tonight to hear the presentation from Bloor and the questions from councillors as their democratic representatives. All residents were encouraged to send in questions in advance to their local councillors in order to request for them to be addressed.

We're also livestreaming this meeting tonight so it can be viewed by those who are unable to be in the room. Feedback forms are available to all whether you're present here tonight, and we encourage you to write down any views or questions on those forms. For those watching on the livestream, you are able to submit your feedback via an online form as well. All information relating to this DCF, including the presentation materials and details on how you can give feedback, are available on our website at [www.havant.gov.uk/dcf](http://www.havant.gov.uk/dcf).

Whilst we understand that this is an emotive and sensitive issue for many people here in the room today, we do ask that you refrain from interrupting and respect the individuals delivering their presentations and when asking and answering questions.

Now, a couple of quick housekeeping rules before we get started. We are not expecting a fire drill this evening. So, if the alarm sounds, please exit the room by the fire exit and leave the building by the staircase in the foyer. Staff will guide you to the muster point. Public toilets can be found in the foyer inside this room opposite the Mayor's Parlour. Can I please ask that all mobile phones are now switched off or silent in airplane mode for the duration of this meeting? I'll give you a minute to do that.

I mentioned earlier that this meeting is being livestreamed. Please note the posters displayed around the room relating to filming and photography. Please note that permission to record does not extend to the public gallery and the rights of the members of the public attending will be respected.

Finally, I would like to emphasize again that this is not the last opportunity for you as residents to have your say on the proposals which will be presented tonight. As and when a planning application is submitted for the site, normal procedures will be followed that include a statutory consultation period that will allow you to provide feedback on the proposal. I would also highlight that any feedback provided here tonight will not be considered a response to that statutory consultation which takes place on a planning application in the normal way. So you would need to respond separately at that stage if you so wish.

A decision to approve or refuse any planning application made will be taken by the council's Planning Committee - not tonight.

Prior to hearing from the Bloor Homes development team regarding their proposals, I'd like to invite Paul Barton, our Head of Planning, to provide a quick overview of the forum process. Over to you, Paul.

[Paul Barton – Interim Head of Planning](#)

Thank you, Chair. Very quickly, the agenda which is displayed behind me is the running order of events. After myself, my colleagues within the planning service - two planning officers - will set out the planning history of the Southleigh site and the development plan context within which any application would be considered. Then we'll move over to Bloor Homes to present their proposals. And then there will be three community groups giving their views on the proposals, followed by questions from councillors to Bloor Homes.

To reiterate some of what Councillor Shepherd has just said, the purpose today is to allow the developers to explain their proposals to you, to councillors, the public and key stakeholders at an early stage in the process, i.e. before any application has been considered. It is to allow councillors to ask questions, and those questions and answers will inform our officers' discussions with the developer prior to an application being submitted and help guide discussions once that application has been submitted as well. And it's also to make the developer aware of any community issues coming out of the community and help them inform their application.

What we are not here to do in this Development Consultation Forum is negotiate the application in public. We're not committing councillors or the local planning authority to a view as to the appropriateness or otherwise of the development. We're not here to have objectors frustrate the planning process, but we are here to look to address - and we will not necessarily address or identify - all relevant needs and requirements that will need to be considered as an application moves forward. And this forum does not take the place of a normal planning application process or the role of the council's Planning Committee.

In terms of outcomes of today, the developer will have a list of main points to consider as they move forward with their application. Stakeholders and the public will be aware of the proposals and those concerns that have already been addressed and identified. Councillors will be informed of the planning issues around this application and officers will be better informed as to community expectations on this application as we negotiate with the developer.

In terms of expectations, the focus today has to be on the development proposals presented by Bloor Homes. To make it clear, we're not here to make a decision on the proposals. We do not have a planning application with which we can make a decision. But to reiterate what Councillor Shepherd has said, when we do receive an application, you will all have an opportunity to input in the usual manner for planning applications and to make representations either supporting or opposing the development as we move through the process to a decision at Planning Committee.

We're also not here to debate or consider Local Plan allocations. There are other means of doing that as the Local Plan progresses through its own process. Further points: council officers will not be commenting on Bloor Homes' presentation or those of the community

representatives or any questions that are answered following councillor questions, although we may interject if there are matters of fact that we consider need to be corrected.

Thank you, Chair.

Thank you, Paul. We're now going to have an overview of the planning history and planning policy from the planning team.

[David Eaves, Principal Planner](#)

Thank you, Chair.

I think it might be the right position.

We'll do our best. I don't know whether you can hear me now. Is that okay? I will boom out. Thank you.

Okay. So, I just wanted to put up here the site location that we're talking about this evening. As you can see, the site is outlined in red here and it's located between Denvilles and Havant in the west and Emsworth in the east and also to the south.

Just to get our bearings tonight, you can see Southleigh Road crosses the site between Denvilles and the road here and Horndean Road. And then running north from that road up to Bartons Road is Eastleigh Road. To the south is the A27 in green here, and also in black the Portsmouth to Brighton railway line. To the north is Southleigh Park House, which is a Grade II listed building in that area. And the site, as you can see, bounds partly to the east and the west existing residential development in Denvilles and in Emsworth.

There are also a small number of dwellings within the centre of the area - not within the application site should that come forward - but those are residential properties. And there are also residential properties close to Southleigh Farm, which is also used for business purposes in some of the buildings on the farm.

Generally the land slopes gently from north to south across the site. And you can see here - just to pick out the blue lines - there are several watercourses which generally follow field boundaries and, again because of the slope of the land, tend to fall towards the south.

Moving now to an aerial photograph, and the reason for this one is to pick up some of the land uses on the site. You can see here arable fields which have been ploughed in brown, and there is a fairly extensive area of those across the site. There are also small pockets of woodland, particularly here and to the northern part of the site, and significant areas of landscaped grassland with significant trees - fairly large trees - to the south of Southleigh House here.

Turning now to the planning history. There have been no planning applications for a comprehensive redevelopment of this area of land in the past, so this is a fresh proposal. There have, however, been a number of individual residential developments located around the periphery of the site. We'll see a plan of those in a moment.

They include to the north and south of Bartons Road, east of Denvilles, west of Horndean Road, the conversion of Southleigh Park House itself and development to the south and west of the house, and development south of the railway line including a current planning application undetermined at the moment on land east of St George's Avenue.

So if we just look at those sites, you can see here the sites highlighted have been granted over probably 10 years plus around the edge of the site we're looking at tonight. You can see in the northern side developments north and south of Bartons Road - residential developments. There is also a care home here east of Helmsley House. Southleigh Park House, which I mentioned - that's a listed building, Grade II listed - has permission to be converted to residential and residential development around that building.

To the west, a little bit older, some of this development: the development at Manor Farm and Copse's Nursery for residential development here. And south of the railway line I mentioned the current application in orange there - slightly different colour, hopefully you can pick that out - which is a current planning application for residential development, and also a development here for land east of Castle Avenue.

To the east on the Emsworth side is land to the west of Horndean Road which is being built for residential development, and there are other pockets of development that have been granted along that eastern side.

We'll now move on to the planning-policy background with David Haywood, Strategic Planning Manager. Thank you.

[David Haywood, Strategic Planning Manager](#)

Good evening all. So in terms of the principle of development on any site, it is always correct to start with the relevant regulations and the National Planning Policy Framework. The National Planning Policy Framework, or the NPPF, sets out that planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account and is a material consideration in planning decisions.

So what is the development plan? The two principal plans which make it up and contain the policies that are relevant to this site are the Core Strategy and the Allocations Plan. The Emsworth Neighbourhood Plan covers essentially the southeastern quadrant of the Southleigh area. The Hampshire Minerals and Waste Plan is part of the development plan but a little less relevant.

There are other material considerations - as I said, the NPPF. Government are in the process of updating the NPPF and that would represent quite a substantial change in national policy. There are a number of what we call Supplementary Planning Documents which contain more guidance for developers, particularly pertinent are those relating to parking and design. And there is an emerging Local Plan, the Building a Better Future Plan. That has minimal weight at this stage in its preparation, but as time moves on and procedurally it moves on, it may well attract further weight at the point that any planning application is determined by the Planning Committee.

[David Hayward – History of the Southleigh Site](#)

So it's also relevant to go through the story and a little bit of potted history as to how and why we're here, so to speak, because whilst the site is not allocated in either the Core Strategy or the Allocations Plan, it has been identified as a potential development site for quite a few years at this point.

First of all, in 2016 the council published a Local Plan Housing Statement, and that document essentially ruled out any continued piecemeal development of the site. As David highlighted, there had been quite a bit of development around the edge of what could be considered Southleigh at that point. With funding from government, the council then undertook master-planning workshops in 2017 - I'm sure a lot of you were there for those - and published a masterplan coming out of that to support the emerging Local Plan.

There was then a proposed allocation in that Local Plan which was examined in 2021, and that was for 2,100 homes. That plan was then withdrawn early in 2022. The council continued to identify the site for comprehensive development in the Housing Delivery Position Statement at that point. The site was also then highlighted a little later in 2022 as a significant site for development in the first consultation on the new emerging Local Plan, the Building a Better Future Plan. And then last year, the draft Building a Better Future Plan proposed an allocation for at least 2,100 homes on the Southleigh site.

So, the current policy status: essentially today, the site is not allocated for development in the development plan and is outside the urban area identified in those plans. The site has been identified in several draft Local Plans and planning strategies in the past decade or so. However, particularly turning to the emerging Local Plan at this point, it has only minimal weight in making planning decisions. As I said, as time goes on and as procedurally that plan moves forward procedurally, that may well change.

There is a clear need for housing. Government have required us through the NPPF to have a rolling five-year supply of housing. That has been an element of the NPPF for many years at this point. Currently the housing-supply position in the borough is 1.6 years. So that is very obviously notably below where it should be, and that is a material consideration of substantial weight. Appeal inspectors have allowed schemes to go ahead, including in this borough.

The Building a Better Future Plan may attract more weight as time moves on and as it moves forward procedurally. And as I highlighted, the National Planning Policy Framework is in the process of being updated by government as well, and that significantly includes national decision-making policies. Government highlight through the current consultation on the NPPF that when the final NPPF is published, those national decision-making policies attract weight in making planning decisions, and if there is conflict between any policies in the Core Strategy or the Allocations Plan and the new National Planning Policy Framework, the new Framework has the greater weight.

Thank you, Chair.

[Rebecca Fenn-Tripp, introducing the team from Bloor Homes](#)

Thank you to our planning team for their presentation. I'd now like to invite the Bloor Homes team to do their presentation.

Thank you, Chair. Hopefully everyone can hear me. I'll use the mic because we'll pass it between the members of the team if that's okay. So thank you and welcome. Thank you for coming this evening. We're delighted to see so many people attending this important event. We recognise the level of public interest in this important proposal and we're genuinely pleased to be engaging in events such as this to listen to your views. So please do use the feedback forms. We'll receive redacted versions of those and we can then reflect and review your feedback as we move forward through our draft proposals. So thank you for coming.

In terms of introductions, I'm Rebecca Fenn-Tripp. I'm Planning Director for Bloor Homes. I'm joined on my right by James Matcham, who's Strategic Land Director at Bloor. You will have seen us at the previous public exhibitions along with Adam Rickmbbark, who's Project Director also from Bloor Homes.

In terms of the project team, I'm joined by Max Law from Stantec. He is here from a transport and highways perspective. Next to Max is Barry Williams, a masterplanner from Stantec who has supported us on the master-planning element of the proposals we're presenting this evening. Next to Barry is Steve Jolly. He is our communications team and he supported us on the engagement events that we've held to date, which he will run you through. And on the end is Chris Jack, who's an ecologist from EPR who has undertaken our ecological surveys to date and has a good understanding of the ecological considerations of the site.

In terms of Bloor Homes, for those that don't know anything about Bloor, we are one of the largest private housebuilders. John Bloor is still very much at the helm of the business. We hold a five-star HBF rating, which we hold dear as a reputable housebuilder. That is based on customer-satisfaction surveys, so it's very important to us to maintain that status moving forward. We're about reputation and quality ultimately, and that's why we're keen to engage with the public through events such as this.

In terms of the purpose of the presentation this evening, we'd like to present our proposals to you. They are very much proposals, as has been explained. This is not a formal planning application. You will have a future opportunity to engage in that process through the statutory mechanisms. So they're draft, they're evolving, and we will reflect on the comments we receive.

In terms of the actual slides, I'll talk a bit about the site, the policy background as it's evolving, the opportunities and the constraints that we're aware of, and then ultimately our priorities and vision for the site, which Barry will take us through.

Could I have the next slide please?

This slide shows the extent of Bloor Homes' interest. We control about 85% of the emerging allocation, not the entire allocation. But critically, we will need to comprehensively masterplan so we don't fetter the ability for the balance of the allocation, should it come forward, to be delivered in future. And that's a critical piece.

We recognise the concerns in terms of infrastructure and transport critically, and we'll be reflecting - I'm sure we'll have questions on some of those key elements this evening. This is a major site. It's going to take some time to be delivered. It will be multi-phased and it won't be delivered in one go. It will come forward over a number of years, and that's something I'll touch on towards the end of the presentation.

Could I have the next slide please?

In terms of the emerging policy, I won't dwell on the details of this slide. You'll be familiar with the consultation, as David has talked us through, in terms of where the council is taking their Local Plan and their emerging policies. What's key here is this is not just about housing. This is about the other facilities that will come forward alongside the housing. A fundamental part of that is the community park, the local centre, potential GP services, etc. All of that would be set out in our outline submission. It's more than just the homes - it's the infrastructure as well and how that is delivered alongside the homes.

I'm now going to pass you over to Steve Jolly, who's going to talk to you about the engagement that we've undertaken to date.

[Steve Jolly, Marengo Communications](#)

Thank you. If I could have the next slide please.

As Rebecca said, my name is Steve Jolly. I work for a company called Marengo, and we've been taken on by Bloor Homes to help manage the consultation and engagement process both from the outset and all the way through the planning process.

I'm not going to cover the extensive previous engagement on the site around the previous allocation and the withdrawn Local Plan, as that's been covered. I'm going to focus more on the consultation that we've carried out as a result of the planning applications.

There were some workshops with Havant Borough Council officers on a thematic basis to cover a number of different areas - transport, landscape and the like. And then in the summer we held two engagement events, one in Havant, one in Emsworth, where around 550 residents attended. We sent out about 3,200 invites and newsletters to the local community. From that we received 227 pieces of feedback which covered a wide gamut of information.

Crucially, the feedback received from this evening will go into what's known as a Statement of Community Involvement. That will form part of the planning application, where we'll outline: this is the consultation that we undertook in detail; this is the feedback that we've received as a result; and this is Bloor Homes' response to that feedback and how it has helped develop the masterplan.

So it's really important, as Rebecca said, please do take the time to fill in the feedback forms this evening. It's incredibly useful. We'll also be making copious notes. But it's our job to take all that feedback on board, put it in a document that will be publicly available at the time of the planning application so everyone can see the journey that we've taken through the development process.

Okay, if I could have the next slide please.

[Barry Williams, Masterplanner, Stantec](#)

Right, thanks Steve. Can you hear me okay, everybody? Brilliant. Fantastic.

Okay, I get to talk about the nice things, I hope - starting off with vision. I think what we are really determined to do and achieve at Southleigh is a fantastic addition to this area with new homes, schools, shops, health facilities - a place that is attractive to look at and in keeping with the local area, and mostly has lots of new open spaces and landscaped areas not just for the residents of this site but for everyone in this room and their families to use and enjoy.

That is where we are trying to get to as a vision - a picture of the future. So that is the reason we thought it was important to put up this image, which is looking from the northeast to the southwest towards Warblington Station. What we hope this does is illustrate the quality of the vision we are trying to create and the sort of place we are trying to create, founded on three simple principles.

One is trying to create a green place - retaining and celebrating much of the existing planting and woodland that you can see on screen, significantly adding to that with areas of open space,

the best of which will be in the foreground of this image: a new community parkland, which is a significant part of our development, not just for residents but for others, with children's play areas, informal cycle routes, areas for wildlife. My own hope is a kiosk where you can get coffee - I'm not sure I could survive a walk around the park without that, but that's just me.

But also not forgetting some of those sustainability credentials that we often talk about - the provision of community facilities, schools, shops, all those things within easy walking distance that we should be walking and cycling to. A focus on cycling and walking as safe ways of getting around this site. Quite often we think about the car first; we are probably getting to a point where we need to think about walking and cycling as a way of getting around if we can.

And also about energy provision - each of these homes will have PVs, EV charging, air-source heat pumps, whatever the technology is that we need to align to around government policy.

The last two: connected and distinctive. The point about connected is that the real objective here is that everyone benefits from the new facilities, the services, the attractions that this site will bring. And for that to happen, that needs to be linked to some of those surrounding areas. Those links need to be safe, easy, and sustainable.

We want this place to be distinctive - the physical links I've just talked about, buildings that reflect some of the local materials and the scale of this area, meaning it is in keeping but also a little different because of the level of planting and landscaping, how we treat streets and open spaces, the abundance of local facilities that will be modern and fit for purpose, and interesting parts like the farmyard area you can see in the centre of that graphic, which is a place we want to retain and make part of a development we think will be special and have its own character.

Next slide please.

So - how did we develop this vision? Over the last year or two, we have undertaken a depth and breadth of technical survey work and analysis across all the headings you can see on that slide. In addition, as mentioned earlier, we have had multiple workshops and meetings with planning officers and council officers to ensure we have a complete picture of the challenges and considerations that this site brings.

The reason we do that is really for two objectives. One is determining the assets - the physical assets of a place like this - and those unique qualities that bring about a unique vision. That is about concentrating on what we want to retain, what we want to enhance, and most importantly what we want to celebrate. You can see, if you look at that image, some of those light-green areas are the existing areas of planting and woodland. That is the sort of thing we want to retain and work with to create a place that is more unique and special.

But as well as that, we are trying to build a picture of where it is appropriate to develop and where it is not appropriate to develop. For example, it would not be appropriate to develop in that northeastern area - that is the historic parkland and the setting it provides to the listed building at Southleigh Park House. That is a really important part of the site that we want to retain as open space.

We also would not build on areas prone to flooding - you can see down in the southeast corner that area of dark blue and light blue. That is the current extent of the flood zone. And of course, we would not want to develop on any parts of the site that are dependent on water management and drainage, which are some of those lighter-blue areas on the plan.



Ultimately the most important thing for us is to understand how this site works so that we are able to sensitively place development in the right places.

Next slide - over to Max.

[Max Law – Senior Transport Planner, Stantec](#)

Good evening. I hope you can all hear me well. I'd like to start by saying that we are very aware that existing congestion and delays are a big issue for local residents. We have worked up a series of proposals that will help manage the extra traffic generated from the development, and we have discussed these with Hampshire County Council as the local highway authority, and they have informed the development of the design. These proposals will be formally reviewed following the submission of the application.

One key aim of the proposals is to reduce the traffic generated from the site in the first place - this being a requirement of both national and county policy and embedded into Havant's draft Local Plan policy, reflecting longer-term changes in travel behaviour and reduced carbon impact.

The streets of the Southleigh development itself are being designed to be safe for all users, with low traffic speeds that will encourage more walking and cycling where available. Beyond the development's constraints, the speed limits are proposed to be reduced on Southleigh Road, Horndean Road, and Eastleigh Road. That will emphasise safety and connectivity for pedestrians and cyclists along these roads as well as the wider individuals.

A series of safe pedestrian and cycle routes, separated from the streetscape itself, have been designed to make it easier and more direct to travel through the development without needing to use the car. These will link through the whole development and be usable by residents of the development cells as well as local residents beyond that in Denvilles and Emsworth.

Places for cycles, e-bikes, car clubs, and scooters are to be provided at main bus stops, mobility hubs, and the local centre itself to encourage these forms of movement.

For longer-distance trips and those unable to walk and cycle, a new bus service will run through the site that links Emsworth to Havant Town Centre, also routing up towards Bartons Road where there is currently no bus service available - and we are aware that previous development has come forward without this. This new bus service will benefit the residents of Southleigh as well as businesses along the route and existing residents of the local area.

The existing 27 service that runs along Southleigh Road between Emsworth and Havant is to be improved to provide a more frequent bus service throughout the day, not just its infrequent provision that it currently has - again benefiting existing residents as well as residents of Southleigh itself.

Junction-capacity and safety improvements will also be proposed - along Horndean Road at Southleigh Road, and up at Barton Road, as well as on Barton Road itself at the junction with Eastleigh Road. These improvements will include signalisation as well as prioritising pedestrian and cycle movements and better facilitating these movements.

A comprehensive series of surveys has been undertaken to inform our development proposals, along with detailed technical assessments to forecast the impacts on the local highway network. We are in the process of working through these proposals with Hampshire County

Council as the local highway authority, and these will be submitted as part of the formal application.

All these proposals come as the full transport package that will reflect the vision for the Southleigh site 15 years into the future.

#### [Bloor Landscape Strategy](#)

The landscape strategy derives from the technical work that Barry has given us an overview of, including the various forms of ecological survey we have carried out to identify and understand the important features for wildlife within and around the site. Foremost of these is the old ornamental parkland in the northeastern quadrant, with its impressive collection of old and veteran oak trees. This would become a substantial new resource of publicly accessible green space in the form of the new community park. It would also be targeted for various biodiversity enhancements such as providing new areas of wildflower-rich grassland, wetland features, and planting future generations of veteran trees.

To the south of Southleigh Road, we have a strong wetland-habitat corridor extending along the eastern edge of the site. This is at least 50 metres at its narrowest point, and it would be a mosaic of semi-natural habitats which would complement the existing wetland character of the adjacent Westbrook Stream and would also respond to conservation priorities identified in the Local Nature Recovery Strategy.

Together with the community park, this corridor will allow us to link up the key biodiversity assets in the landscape, extending from Southleigh Forest in the north to the south parkland, the Westbrook Stream corridor, and down to a couple of locally designated Sites of Importance for Nature Conservation which lie just off-site to the southeast.

There are, as we have heard, other existing pockets of semi-natural vegetation around the site, such as the wooded copse at the very northern end off Bartons Road. These will also be enhanced and linked together within the green-space network, which will also include green walking routes through the residential areas and community focal points such as the orchard in the north and play areas.

#### [Barry Williams, Bloor sales pitch](#)

Right - back to me. Okay. So, emerging masterplan.

When we put the three themes together - the vision themes, the transport proposals that Max talked about, and the landscape and water-management proposals that Chris talked about - we end up with what we would call a masterplan. We have covered quite a lot of this already in Max's explanation and Chris's explanation about landscape and transport. But there are important parts of this plan that we have not talked about at all, so I think this is the time to do that.

I would also like to do what we call a "day in the life". You will have to bear with me. We have to imagine what it is going to be like living at Southleigh, and we will go on a journey on that .

First, it is worth focusing on the two or three things on this plan that we have not mentioned yet.

The first is the local centre, which sits to the west of the plan. Hopefully you can see it - it is the grey-purple area marked "local centre". We have deliberately put it there close to Southleigh Road for greatest accessibility for both new and existing residents. That is likely to comprise

local shops, a café, community hall, fitness classes, meeting rooms, co-working spaces - quite a lot in that community facility. Health facilities, doctor's surgery, possibly dentist. These are things we still need to work through, but they are important in community building. A market square for local events, sitting out in the café.

We also think what is quite cool is that just to the right is an area of existing woodland that we could turn into a bike-skills trail or pump track. We think that is unusual and distinctive for this site and this area. So the local centre is important - how you get there is important, and its location is important.

Just to the east of that is the farmyard area in the centre of the site. That is a mix of retained barn buildings and new homes with a very different type of character. Some of those retained buildings could be used for local workshop space, additional co-working space for start-ups, small businesses. Again, a unique and interesting part of the site that we are keen to enhance and celebrate.

And lastly, the school, which sits in the centre of the southern part of the site. It is located there specifically to ensure it fits on the traffic-free, attractive green corridors that will run through the site. We think that is an important part of the masterplan - accessibility, but done in a sustainable way. That school will be supported by a number of early-years or nursery facilities - one in the south, one in the north, possibly one in the local centre.

So there is much more to this masterplan than just 1,800 homes and lots of really beautiful public open space. Collectively, there is a lot in this plan that creates a genuine community for the people who live there and for the people like yourselves who live around it.

So - if we can imagine for a second. We do this quite a lot in masterplanning. It is called a "day in the life". You imagine living in this place.

So imagine we live in here somewhere. It is a Wednesday afternoon. It is sunny in the summer. We go up our green corridor through here to get to the school to pick up our son and daughter. It is a beautiful corridor - treelined, shady, with benches and places to stop and talk to neighbours. We get to the school where the entrance is traffic-free. Outside the school we wait. We sit on the bench. We are a bit early. There is a play area - one of many across the site. There is lots of planting. Again, it is a beautiful space.

It is traffic-free. So when we pick up our son and daughter, we decide to head west to the local centre. The best thing about that is our daughter has brought her bike to school, so she can cycle traffic-free to the local centre. We do not have to worry about cars. It is a beautiful journey - a proper cycle track. They are learning to cycle at the moment, so this helps. This is the place they can practise. It is a safe place they can practise.

We get to the local centre. We think: what are we going to do? It is a beautiful Wednesday, sunny afternoon. Let's get a hot chocolate in the square. The café is run by our neighbour, so we get it cheap, which is perfect. Our other neighbour comes from the farmyard area to meet us - she has a small tailoring business there in a small unit. We speak to her for half an hour.

Then we decide - wouldn't it be a great day to go to the park? This huge area of community parkland with its huge adventure playground - perfect for our son and daughter to have a brilliant afternoon in the summer before we go back down this beautiful green route to our house, probably for a well-earned cold beer after all of that.

What we are trying to do is paint a picture of how great this place could be. We know we have one or two challenges and considerations, but I believe - and I think we all believe at this table - what a great place it can be.

Next slide.

All of what I have just said is described and summarised in this slide - a list of what we think are some incredible benefits that both new residents and existing residents will be able to take advantage of at Southleigh. That is: an amazing new community park; an impressive and modern three-form-entry school; associated nurseries; locally beneficial uses such as community facilities and local employment; and probably the two most significant things - 1,800 new high-quality homes, many of which are affordable, and around 40% of the site dedicated to open space, recreation, and wildlife.

#### [Rebecca Fenn-Tripp – Timeline and wrap-up](#)

I am conscious of time, so I will keep this as short as I can. This is our timeline of next steps. We intend to submit an outline planning application this year in the coming months, subject to the feedback we get from this process. It will be in the hands of the local planning authority once we have submitted that application.

An outline, as many of you will know, sets the parameters and the principle of development. It does not fix the detail. That detail will come later through what is known as the reserved matters. Subject to the outline process and securing consent, we would look to submit the reserved matters in phases thereafter, and we would target - again subject to the planning process - a site start in 2028. These are indicative timelines. They are subject to that process, and that is the best we can give you at this time.

In terms of the build-out, I mentioned this would be a phased development. We will be looking to bring this forward in phases over a period of at least 10 to 15 years. It is not a development that would happen overnight. It would take time to develop and build out, as is common practice with developments of this scale.

I will conclude and hand back to the Chair. Thank you.

#### [Councillor Netty Shepherd, introducing the Community representatives](#)

Thank you to the Bloor Homes team for their presentation. As a reminder for anyone watching at home or elsewhere via the livestream, all the materials from the Bloor Homes presentation - everything we have shown so far - is available on the Havant Borough Council website. You can look at the materials right now.

So now I would like to take the opportunity to invite representatives from community groups to speak. We have a total of three community groups represented here tonight. I will introduce each one in turn.

As a reminder, representatives from community groups each have a total of five minutes to speak on the subject. I will give you a warning when we get to 30 seconds of your allotted time left, and I will ask you to finish promptly on time so we can get through the entire agenda by 8:00.

Again, when you are speaking, please speak into the microphone so that people listening on the livestream will be able to hear you.

Our first representative is Elizabeth M, the community representative from Denvilles. Your time will start, Elizabeth, once you have the microphone and begin speaking.

Can everybody hear me?

[Elizabeth Emms – Denvilles – Southleigh Residents](#)

Thank you for the opportunity to speak today. My name is Elizabeth Emms and I'm speaking on behalf of residents of Denvilles, Havant, regarding the proposed Southleigh development of 1,800 new homes.

Generally, residents recognise that there is a need for additional housing, particularly social and affordable housing. However, it is vital that such a large development is supported by adequate infrastructure, without which the impact on surrounding communities will be severe.

When Havant Borough Council consulted on the Local Plan, 35% of residents across the whole borough raised concerns specifically about the impact of the Southleigh development. This demonstrates just how significant and widespread these concerns are.

At present, the proposed development only has two exits, both onto Southleigh Road and both north of the Warblington level crossing. This is already a heavily congested area and without additional access routes, traffic conditions will worsen substantially.

Over recent years, developments at Manor Farm, Nursery Fields, Normandy Way, Harbour View, and the houses at the corner of Southleigh Road and Horndean Road have added more than 800 new homes. These developments have already resulted in a significant increase in traffic and placed considerable pressure on the local road network. The Southleigh proposal would more than double their impact.

Crucially, the Southleigh development includes no employment provision, meaning residents will need to commute out of the area for work. This will inevitably lead to a further substantial increase in peak-time traffic.

Congestion is compounded by the Warblington level crossing. Currently, there are around 12 trains per hour with long periods when the barriers are down. Only two of those trains stop at Warblington Station, further extending the time the barriers are down. With an increased population at Southleigh, it is reasonable to assume that more trains will stop at Warblington, further increasing delays.

There have been numerous unsuccessful attempts in the past to work with Network Rail to reduce barrier downtime, and we must accept that Network Rail's priorities are safety and train punctuality. It is therefore unlikely that this issue can be resolved in a way that meaningfully reduces congestion.

In addition, Warblington School already places pressure on the road network during morning and afternoon peak times, further exacerbating traffic problems.

So, in conclusion, while residents can generally accept the principle of development, there is a vital and non-negotiable need for supporting infrastructure. The infrastructure in the plan is vital - it must be delivered. And in particular, residents need to see clear provision for a spine road through the development and a link road connecting directly to the A27.

Without these measures being included in the plans, the Southleigh development risks overwhelming the existing road network, increasing pollution, and significantly harming the quality of life for both new and existing residents.

Thank you.

Thank you, Elizabeth. Can I now invite Mr. Bateman from the Emsworth Residents Forum to speak? Your time will start once you have the microphone.

[Mike Bateman, Emsworth Residents Forum](#)

Thank you. My name is Mike Bateman and I speak on behalf of the Emsworth Residents Forum. That is the successor body to the Neighbourhood Forum which was established in 2014 to produce a Neighbourhood Plan. This background is important since we were party to the public consultation already described tonight, funded by central government, and including workshops in Emsworth which led to the 2017 Emsworth–Denvilles draft masterplan drawn up by urban planners Levitt Bernstein.

This was intended as a strategic framework for the site, with the expectation that developers would take it as their starting point. We were able to support that plan since it proposed infrastructure for the new development that matched the needs and would enable the Emsworth community to coexist with it.

Key to that proposal was the so-called spinal link road, already described, which linked the new development to the primary road network, most obviously to the south and the A27. Without it, we had considerable concerns that Emsworth would be swamped by traffic generated by the new development seeking a route to the A27. That route would run down Horndean Road, New Brighton Road, and North Street to the A259 for journeys east or west of Emsworth.

But North Street is already a congested, narrow route in the heart of Emsworth. It is part of the cycle network but perceived to be unsafe for cyclists, especially where it narrows to two restricted carriageways under the railway bridge. It has always been the intention of Emsworth to encourage active travel, including on the north–south route through Emsworth, but that aim is unattainable with any increase in traffic.

The alternative north–south route from the recreation ground via the Washington Road underpass is not perceived to be a safe or feasible all-weather, day-and-night route for cyclists.

The contention that the new development would accord with the principles of Hampshire County Council's Local Transport Plan (LTP4) and therefore there is no need for a new link to the A27 is dangerously complacent. Were we looking at a plan for a new settlement with integrated residential and employment uses, then an argument for omitting the link road could be supported. But we are not looking at that.

Few people who live in Southleigh would work there. Most would commute - some by public transport to Portsmouth or Chichester, but many to nodes of employment elsewhere such as along the M27 or further north, making journeys by public transport unattractive or impossible.

Emsworth is a commuter settlement. Even the 2021 census - unusual because 36% worked from home during the pandemic - showed that nearly 40% of those in employment but living in Emsworth commuted up to 30 kilometres each day. So we will have commuters using their cars to get from the new housing to their place of work and back. It is naive to think otherwise.

We have not seen any plans by Hampshire County Council to transition from current commuting patterns to a new model where commuting by private transport is dramatically cut.

The local situation is made worse by the large number of new houses permitted in the last five years along the A259 to the east of Emsworth. In that corridor, a significant number of new homes have been consented or are in the planning pipeline, with 1,250 new homes in the Southbourne area alone. All of that brings greater pressure at the junction of North Street and the A259 even without the additional traffic from Southleigh if no new link road is built.

It is our contention that this makes that element of the infrastructure essential to ensure the current road system can continue to operate safely and efficiently.

So our basic question for Bloor Homes is: what traffic modelling was done to lead them to the conclusion that a link road in the original masterplan could be omitted and was no longer required? We would be very interested in seeing that modelling.

Turning finally to the plans for new development presented to date, we would like to see evidence that the design principles associated with active-travel environments have been fully embraced. We have heard some outline tonight of how active travel is going to be encouraged, but there needs to be prioritisation of pedestrians and cyclists over the private car, where routes to nodes of activity are direct for pedestrians and cyclists but indirect and more tortuous for cars.

Thank you, Mr. Bateman. Can I ask you to finish now so we can allow time for everyone else to speak?

Yes, certainly. I will finish at that point.

I would now like to invite Mr. Comlay from the Havant Civic Society to speak. Your time will start once you begin speaking, Mr. Comlay.

[Bob Comlay, Havant Civic Society](#)

Thank you, Chair. I too would like to paint a picture of a day in the life - but it's a day in real life.

The residents represented by councillors at this DCF live in and around the area shown on the map which forms the background to these slides. We experience these roads every day: the queues, the delays, the conflict points, the school-run congestion, the evening peaks. This is our lived reality. It is unlikely that planning officers, the developer, or their consultants share that experience. That imbalance matters.

Community engagement is essential. Yet public input rarely influences decisions that feel predetermined. If this proposal proceeds to a Planning Committee, we may be granted a further five minutes to speak before conditions are confirmed. We may have a final five minutes if the developer returns with a Section 73 application to weaken or remove those conditions. Our experience shows that traffic conditions presented as safeguards are rarely enforced.

In contrast, the developers, the borough planning officers, and the county highways officers enjoy continuous, detailed, and interactive access to one another. Their dialogue is ongoing. Ours is strictly time-limited with no scope for constructive elaboration.

So, I now want to focus on the single issue that determines whether this development can be assessed properly - and that is local road capacity.

Slide two, David, please.

This slide shows the only four routes connecting the A27 to the proposed Southleigh development. These are narrow residential corridors already at or beyond capacity. With no new SRN access proposed, all traffic related to these 1,800 new homes - and to over 500 that David mentioned earlier, earmarked for Southleigh - must use these four routes.

So the first question is simple: what else already uses these routes?

Slide three, please, Dave.

This slide adds traffic movements from recent and committed developments in West Sussex and East Hampshire. These schemes, approved by neighbouring authorities, all load the same constrained network. Each has its own trip-generation profile, but all compete for the same limited road space. Any transport assessment that treats these routes in isolation does not describe how the road network functions.

Slide four, please.

This slide adds the final and most significant layer: the Amazon DPO1 delivery station. Amazon's traffic is neither constant, verified, nor apparently enforced. The site's traffic already far surpasses the previous occupant, while operation is running at a fraction of its designed capacity. Amazon's 24/7 same-day delivery model is unique, dynamic, and flexible. Inbound and outbound vehicle movements are managed by third-party line-haul and delivery-service partners, supplemented by a flexible gig-economy workforce using their own private cars.

With no visible evidence of enforcement of the conditions on Amazon's permission, the true baseline is unknown. Without a reliable baseline, no cumulative-impact assessment can be considered credible.

Slide five, please.

Before I close, one further issue affects public participation. We may all submit comments during the consultation, but the delayed implementation of Havant Borough Council's new planning system makes that process harder and less transparent. For example, the system now forces the user to download documents previously available to view online.

*Can- I think we have a point from Mr Barton.*

*Mr Comlay, talking about the process by which we may manage an application is not the purpose of tonight. The focus is on Bloor's development and not how and what systems we use when we're determining an application. Thank you.*

Thank you, Mr Barton.

The five questions on screen go to the heart of whether the evidence base will be complete, the modelling credible, and the consultation lawful and transparent. Chair, I ask that you request written responses to these questions from planning officers and the developer. I do not expect answers today, but they must be addressed before any assessment can be considered sound.

Cumulative impacts on the local road network cannot be understood, modelled, or mitigated until the baseline is real, the data complete, and the system ready. Until then, the evidence cannot be considered reliable and the proposal should not be published for formal consultation.



Thank you, Chair.

[Councillor Netty Shepherd, Introducing the Councilor-Bloor Q&A session](#)

Thank you, Mr Comlay, and thank you to all those who spoke on behalf of their community groups.

We will now move on to questions from councillors, and I would like to ask those who want to speak to put their hands up and I will nominate you. There will be a roving microphone. We have one hour for councillor questions. I will try to be even-handed in terms of who gets to speak, but please make sure that you do ask me a question - it is important that we maximise everyone's time.

Thank you.

[Question – Councillor Phil Munday \(St. Faiths\)](#)

Thank you. First of all, I do want to thank Bloor for providing this opportunity for us to talk. People will not always agree with each other, but it is important that we have the opportunity to share our concerns and issues and actually get into a dialogue about it. So I thank you for that.

I've got two linked questions that relate to what Mrs Emms presented. I'll start by reiterating a couple of the points she made. When we did the Local Plan, we were struck by the fact that something like 35% of the responses talked about Southleigh. I'm talking about a lot of people not just living locally but also people who live over in Waterlooville. They are all talking because they are aware of - or the comments they are making are about - transport and the impact on the transport system. Most of them are concerned about infrastructure and particularly the impact of increased traffic on the current road system.

Now, as a councillor - and I'm a local councillor for this ward - it is my role to represent the views of my residents. You mentioned that there are 1,800 homes on this site. The ones mentioned on the previous slide showing the developments around it come to nearly 800 homes, and that has already been loaded onto the system. Of those 800 homes, about 372 belong to the same owner of the Southleigh site.

Now cumulatively that comes to 2,600 homes in or around this new development, all in the last 10 years. The impact of this extra housing will produce significant pressure on the transport system, and that is why our Local Plan is so important - because it enables us to make sure things are developed with proper infrastructure and that is really important here.

So my question is: how do you propose that the cars of 1,800 homes will access the strategic road network when there is in effect only one entrance and exit to the main site, and every route shown on your plans depends on already-congested roads?

Thank you, Councillor Munday. Can I hand that over to Bloor to answer?

Can you hear me? Okay, perfect.

We are very aware that this development will generate traffic. That is not something we are trying to hide from - that is something we accept from the outset. We have established a trip-generation model that forecasts additional trips, and we are aware that in the peak period of the total movements from the development we are forecasting around 55% of them will be by car.

You are right in saying that we have limited access points, but we do have Southleigh Road, Horndean Road, Barton Road and beyond. We acknowledge that some of these will need to access the strategic road network, and there are routes in place to do so.

Our comprehensive set of surveys of the local area, as well as key critical infrastructure points like Warblington level crossing, will be established and incorporated into our full transport assessment submitted as part of the application.

We are going through the pre-application process with Hampshire County Council as the local highway authority and agreeing with them the steps we have taken to establish our vehicle-trip generation as well as our walking, cycling and public-transport generation. Agreement is ongoing. The full impact assessment will be submitted as part of the formal application.

Thank you.

Councillor Munday, do you have a supplementary question?

I do. Thank you. Can I just make one comment? I have expressed to some of your colleagues my concern that when you do a transport assessment, it adequately reflects the issues particularly in my area around the level crossing. You've heard about the frequency of the trains, but also the impact of a wet day and a secondary school where lots of people come to collect their children. I don't think you entirely realise how significant that is.

However, most residents I speak to - and indeed most residents in this room - believe the only option to manage the traffic is to build a link road onto the A27, as was originally suggested when the site was first proposed in 2016. I, along with Councillor Lulu Bawerman, the county councillor who is also here, wrote to Steve Reed, the Secretary of State for MHCLG, asking for financial strategic support to resolve this problem because we acknowledge that this is a big problem and will require additional funding.

My question to you is: will you work with the council to ensure that adequate funds are raised to find an effective solution to this problem? And please, on your maps, clearly denote on any future plans a clear, reasonably straight road through the site that could be used as a link road.

Thank you, Councillor Munday.

Can I ask Bloor to respond to those points?

Thank you for the question, Councillor. I would just like to establish that none of the proposals we are suggesting have a direct access with the A27. I think we have been very clear about that. We fully appreciate that the masterplan work undertaken in 2017 did consider this. That has been our starting point for all of these proposals.

Since 2017 a lot has changed, both from a national policy point of view as well as a local policy point of view. There has been a move away from direct connections with the strategic road network unless entirely necessary. So I can appreciate your suggestion of "entirely necessary" and your suggestion of reaching out regarding funding. These proposals do not suggest that. However, if there is a subsequent requirement put in place by the Department for Transport or National Highways, then that can be a subsequent consideration. But the proposals we are presenting as part of the forthcoming application do not consider a direct link with the A27 as necessary.

Thank you.

[Question - Councillor Collings \(Leigh Park Central and West Leigh\)](#)

Can I just ask the room to remain quiet? I know feelings are going to get raised, but I do need to move back to councillor questions, please.

Thank you.

Hello. It was on the board pack - the site context. It was one of the earlier maps.

I'm sorry, you're looking at the back of my head, aren't you? Right - this one.

Okay, so thank you again for your presentation. I'm Councillor Sharon Collings. I'm a ward councillor for Leigh Park Central and West Leigh. I've been a resident here for 35 years. So like Councillor Munday, I've seen all the changes and all the impact, the same as our excellent speakers this evening.

The draft Local Plan states, in relation to this development, that given the scale of the development proposed, significant infrastructure improvements will need to be delivered to make the new community sustainable and to mitigate negative effects on existing communities. It goes on to say that accepting vehicular access to Southleigh will be necessary, alongside active travel, ensures that there is not an unacceptable impact on the existing highway network. That is in the Local Plan.

So I imagine - and I know you have heard this evening - you are aware of the recent consultation on the Local Plan, in which the majority of concerns and objections related to infrastructure, namely the roads and the impact on local traffic.

Now, Havant frequently - including the last two days - becomes gridlocked for several hours with summer traffic. I wanted to bring this map up because it is not just around here. We have the route down here for Hayling Island. We all know that as soon as you get a beautiful sunny day - because they do happen - you get a lot of traffic going to Hayling Island. It doesn't take much. And what happens very quickly is the A27 heading east gets backed up. So everyone comes off because everyone is on Google Maps.

Can we have a question?

We can, but it is important that we understand - because if you are not local, you need to understand. The traffic - the only route it can go, because it can no longer go through Havant, it can't go on the A27, it can't go anywhere else - the only way it can go is north. So it heads up Petersfield Road, and the only way you can get through anywhere, if you are going to or beyond, is via Bartons Road.

So now your exit points for a lot of this estate are Bartons Road. The traffic trying to come from north to south anywhere near-

Councillor Collings, just the question would be really helpful.

Horndean Road, Southleigh Road - it is all gridlock. And for the last two days it has been gridlock by 6:00 in the morning. It has been horrific. Train gates are down for 15 minutes in excess of every single hour. And again the traffic backs up - horrific. We know - we live here.

So here is the question: how can it be possible for you to mitigate negative effects on existing communities and ensure that there is not an unacceptable impact on the existing highway network without a link road to the A27, when this site is encapsulated by the very roads that are

instantly gridlocked? And how will you encourage National Highways, Hampshire Highways and Havant to secure access and funding to guarantee link roads if this development is to be sustainable and a serious proposal?

Thank you. Councillor Collings.

Bloor, would you like to answer that question?

Thank you for the question. Apologies. I would like to stick to the first point around mitigation, and I do appreciate that this will need mitigating - and that is enshrined within the Local Plan wording.

Mitigation can come in numerous forms, and multiple key ones we are establishing as part of this development, including key walking and cycling movements to enable shorter-distance trips and make them direct and immediately accessible rather than needing to jump into a private vehicle. There are numerous amenities within the local area, within walking and cycling distance, that we are looking to promote from the outset.

For longer-distance trips, mitigation will be proposed as part of the bus services. We understand the 27 runs very infrequently, and in order to mitigate the impact of the development we are looking to emphasise these public services as best as possible - promoting them from the outset, improving their frequency, not just of the 27 but also of the new service provided as part of the development proposals.

Beyond that, there will be highway-mitigation proposals at localised junctions. That is within the draft Local Plan wording as well as supported by national and countywide policy wording. So we are looking to mitigate - there is no ignoring that - but we are looking to mitigate through that hierarchy of movement as best as possible.

Thank you.

Councillor Collings, you did have quite a long time and we are 15 minutes in. We have quite a lot of councillors to go. If we have time at the end, Councillor Collings, I will invite you to come back.

Thank you. Councillor Rason.

#### [Question - Councillor Grainne Rason \(Emsworth\)](#)

Thank you very much. I am Grainne Rason and I am a ward councillor for Emsworth, and as you have seen on the map, Emsworth is going to be impacted because this site is to the north and to the east.

I am going to say to Bloor - you will be relieved to hear - my question is not about traffic, because I think that has had a pretty good airing and some excellent and clear explanations of the problems.

I was, a little while ago, sitting with the Hampshire planners and they were saying how frustrated they were that developments put cars first and active travel second. They were looking at how they could improve active travel. So I would be interested to see Hampshire's input on that.

I am not going to say again - but this is not a meeting for asking questions that relate to national planning policy or even local planning policy. This is a scoping exercise for Bloor to hear

residents' concerns so that when they make their application they are clear about what they are likely to face.

Many residents have spoken to me and their frustrations are very clear - it is around the traffic and it is around why there is no road planned, and this has already been said.

The plan is obviously very ambitious. It looks lovely - really pretty pictures. But the things that control what happens in planning are central, not local.

What I am going to ask about is the community assets - in particular the GP surgeries - because everybody here knows that GP services are very stretched. And recently, last week, we had the example where Berewood - which is to the north of here, where Grainger are building - they built over 2,000 homes and they have not had a GP surgery yet, and they are wondering why.

Now, I am going to suggest that perhaps this - despite what is drawn on the pictures - is not actually in the gift of developers, because the NHS does not fund GP surgeries. To build a GP surgery is up to a million pounds, and probably another million to fit it out. GP practices do not have that kind of money and may not be able to raise it - and that is possibly why.

However, given that this is the situation, I would ask Bloor if they could explain what they will do - and will this be more than just a land allocation for a surgery?

Thank you, Councillor. Hopefully you can hear me okay.

As I explained, the outline planning application would establish the principles of the uses that we would seek to incorporate. You are right - we can provide the spaces and we can allow the uses. We, as an organisation, cannot bring the doctors. Ultimately it is the NHS and how they fund and deliver those uses.

But we can certainly enable the space and try to encourage and work with those providers to try to make sure they come forward. Ultimately, any outline application will have a series of triggers within it which will define when the infrastructure is necessary and when the uses come forward. That is something to be determined during the application process. Some of those are unknown at this point in time - they cannot be known until we have worked through the full impact of the development and fully understood it.

But we are intending to propose those GP and healthcare uses, and we would very much like to see those come forward. We do not want to see empty spaces. We want to see spaces and uses that are brought forward and are sustained and last within the community so they do not end up empty. But it is a challenge, and it is one that we see across many of our developments.

I did not allow Councillor Collings a supplementary, so I think I am going to have to be equal on this - we will come back, and we will move on to another councillor and return later.

Councillor Berwick-

[Question – Councillor Dan Berwick \(St Faiths\)](#)

Oh, is that on? You can hear me? Okay. There might be a theme to this.

I agree with everything people have said so far about travel. I just wanted to add that I am meeting with some of the Chichester councillors to work out their building proposals at the moment. One of the stark pieces of information I have - yet to be fully verified, but I believe

accurate - is that along the A259 corridor there are about eleven and a half thousand homes going to be built across there, mostly between Havant and Chichester.

So during your surveys, are you taking a holistic and future-looking approach to how you look at this, considering the very large amount of traffic that is going to be put on both the Fishbourne roundabout and the roundabouts south of Denvilles? Are you taking a holistic look at that? Are you considering future builds that are in planning for neighbouring authority areas? And doesn't this really, really, really push the need for that A27 link road?

Thank you, Councillor Berwick.

Thanks for the question, Councillor. Any assessment that we take into account is a fully cumulative-impact assessment. This considers the Local Plan of Havant, Chichester, and any other neighbouring authorities, as well as their forecast growth that is committed as their proposals - whether that is developments along the A259 specifically or in other areas beyond this localised area.

So in short, yes - the transport assessment submitted will have a future-year assessment. That is the year that the development is forecast to be built out, and it will be comprehensively assessed with localised developments like the ones mentioned earlier around Coldharbour Farm Lane, as well as wider developments beyond Havant and into the Chichester/West Sussex area.

Thank you. And can the councillors raise their hands so I can see? Thank you very much.

[Question – Councillor Jason Horton \(Leigh Park Central and West Leigh\)](#)

Councillor Horton.

Thank you, Chair. Can everyone hear me?

As much as I'd like to talk about bus services and transport, I'm not going to - for the moment. Might come back to that.

Havant has a long waiting list for housing among residents. Developers will always build houses that make the most profit for them because that is what they are in the business of doing. They are not in the business of looking at the local housing need - that is for the council to determine.

But what is the mix of housing you have in place? You talked about the site but not about the housing you are actually going to build there. How many one- to two-bedroom houses - which we are short of in the borough - are you going to be building? What sort of discounted schemes will there be for local residents to buy housing in the area? Because very often we see a development being built that prices local residents out of purchasing properties.

So is there a scheme for Havant residents to get onto the property ladder and buy houses in the area?

Thank you.

Thank you, Councillor Horton. From Bloor Homes:

In terms of mix of homes, we would seek to provide a range. We do not know the precise quantum of that mix yet because it is not defined and it will respond to market conditions, need, and affordability at the time. We will be required to meet the emerging affordable-housing

policy of Havant once it becomes allocated, whatever level that is established at, and that responds to specific housing needs in terms of those on the housing waiting register.

We could offer custom-build or self-build homes - those are other needs that the emerging policies may bring forward - but ultimately we will be looking towards that emerging policy to inform our proposals as they come forward at the detailed stage.

Typically the council has a Housing Market Assessment, and that is a detailed analysis of the level of need in terms of market and affordable housing. That gives us a good indication of the sort of properties we should be bringing forward within the local area. So it is a mix of factors. It is not yet known, but we will be looking to be compliant with the affordable-housing requirements as they come forward within the Local Plan as the starting point.

[Question – Councillor Richard Brown \(Leigh Park Hermitage\)](#)

Thank you. Councillor Brown.

Thank you. I'm one of the councillors here and, for my sins, I drove the 27 bus for 10 years. So I share everyone's frustration about Southleigh Road and waiting 15 minutes for five trains.

But Rebecca, you said at the start that you wanted to genuinely engage with us - and that engagement has to go two ways, of course. I listened to lots of people out there earlier and it is actually all about the infrastructure. And I know as a bus driver driving down that road that the only way you can help the residents of Warblington and Denvilles is to have the link road onto the motorway. That was how it was almost sold to us in 2017.

And you have earmarked for development every possible place on the development site that could actually go over this spine road which is most desperately needed. And I noticed "enhancements to roundabouts". They did that with the Asda roundabout - and as soon as there is a problem with the wider road network, people are stuck in Asda for an hour and a half.

We all know what happened yesterday on the road - it took my son an hour and 45 minutes to get from Chichester back to Havant.

But the question is: how can you future-proof the infrastructure that would help the residents of Warblington and Denvilles? And my other question is: who is going to pay for the bus?

Thank you.

I'm going to start and then hand over to Max. I'm a planner - I'm not a transport planner. But I think it is worth acknowledging that there has been a national policy shift since this site was originally put forward under the last Local Plan. That is quite key, because the government is now not looking to invest - whether you agree with this or not - in increasing capacity at major road junctions. What they are looking to do is bolster alternative modes of travel: public transport, walking, and cycling.

So the fundamental principles and the evolution of this masterplan have been underpinned by the technical work we have done, which is different and new because it was not undertaken at the time of the last master-planning exercises. We are not looking to ignore that work - that is really good work that we have looked to build on using our own technical diligence.

But the masterplan has evolved with active-travel corridors as a core principle to try to achieve a modal shift. I totally understand there is scepticism about that modal shift, but that is a



national principle that the government is now working to, and that is what we need to respect in terms of national policy.

So that is a fundamental change that I think is worth explaining, whatever your view on that principle.

Oh - I should mention the bus. In terms of the bus, any active-travel services we would be seeking to commit to, we would have to sign up to how they would be delivered to ensure they remain sustainable. That could include some pump-priming - early payments to make sure that happens.

The timing of any new infrastructure such as a bus service is key, because clearly, we do not want an empty bus rattling around a development that will not be used, but equally it needs to come in at the right time to ensure that you get a shift in behaviour.

So again, this is all to be determined, and it is key in terms of a major development such as this. But we would be looking to commit to some funding towards any modal shift that we believe we can demonstrate as part of our active-travel plan. And that would then be monitored by the county accordingly - that is standard practice.

But this new "vision and validate" concept that the government is working to is for us to demonstrate that it is workable and that the impact on the network is not severe. That is the test that the county and the local planning authority will be assessing, alongside input from National Highways.

So I will just come in and back up that point about future-proofing buses. As Rebecca mentioned, there will be some level of pump-priming. However, a key facilitator of these bus services we are proposing is that they are not just for Southleigh residents. They will benefit existing communities over in Emsworth, up on Bartons Road, and beyond. That is a key addition to allowing that funding to go forward and ensuring that they are future-proof - that there is fare and revenue generated by the services not just from the Southleigh development itself but by existing businesses. The new services and improved service will help improve the wider transport connection of the area.

Thank you.

#### [Question – Councillor Charles Robert \(Emsworth\)](#)

I'm going to take Councillor Roberts next, but can I just say: we have spent a lot of time focusing on transport - I do understand why people are concerned - but if you could think about your questions. If anyone has a burning question on something that is not transport-related, we only have 30 minutes left. Thank you.

Thank you, Chair. My name is Charles Roberts. I'm representing the Emsworth ward. My question is going to be related to habitat, so it will be different.

Many of the residents in Havant tell us that open spaces and wildlife are very important to them. This area that has been identified here provides fantastic habitat for resident organisms and animals, and it also provides a corridor which is very important for other animals to pass through. We've got bats, we've got owls, there are dormice - well, probably not dormice - but there are definitely slow-worms, and we've got a resident population of deer.



So what I want to get to is my question: what are you going to do in terms of protection to ensure that during construction - which, as we've heard, is likely to be between 10 and 15 years - what sort of protection will be in place to ensure that the resident population is not damaged or hurt or affected in any way? And on top of that, once things are complete, what will be the permanent means by which the corridors will remain open? It is obviously going to be an important area for humans to enjoy the open space, but what can you do to ensure that there will be some privacy, some sanctuary, for the wildlife?

Thank you.

Thank you, Councillor.

A few points to pick up there. This is a very strong scheme from a biodiversity perspective. It will be tested using the statutorily prescribed methodology for BNG, and we expect it to comfortably exceed the minimum statutory requirements.

It is important to acknowledge that the BNG assessment is concerned with habitat specifically rather than species, but it is intended by DEFRA to be a proxy measure for biodiversity in general. So if we are doing the right things for BNG for habitats, we are also doing the right things for most other assemblages of species. We can confidently predict that most of those assemblages you mention will have a long-term positive outcome as a result of the proposals.

If you look at things like amphibians and reptiles, for example, which you mention, the quality, quantity, and connectivity of the habitat post-development will be significantly enhanced from the baseline. Large parts of the site for those groups of species are essentially a desert, and there will be expansive and well-connected new areas of semi-natural grassland, scrub, and wetland features which will benefit those species.

During construction, those features can be protected using standard good-practice measures. Currently, reptiles, for example, are eking out a living around the margins of the current intensive arable use - mostly at the interface between the fields and people's back gardens in a very narrow margin. Those areas will become much more generous and better-connected, better-managed buffers during construction. To a large extent they can be maintained and protected in situ. In other cases they can be translocated to other well-established parts of the site.

There are a few species particularly adapted to farmland that would be exceptions - for example, ground-nesting farmland birds such as skylark. Realistically, those cannot be mitigated within the confines of a residential development. You will get the odd skylark territory in a large area of wildflower meadow managed as open space, but it will never be as good as a big open arable field because those are the conditions they like. But that is something that can be mitigated off-site through tested methods by providing skylark plots.

The decline in farmland birds is not because there is a shortage of arable land - it is because in the last few decades there has been intensification of agricultural practices, shifts in the timing of crops, increasing use of pesticides. That is the cause of decline.

Deer are mentioned in your question as well. They come up a lot, and I understand they are of emotional value to people and people appreciate having a view of deer, but that does not mean they are of great importance from a technical perspective. All our deer species are abundantly common and widespread in the UK, and in fact the overpopulation of deer is one of our major problems for biodiversity. It is a big problem for the quality and condition of our woodlands and

is implicated in the decline of many woodland species - hazel dormouse, woodland butterflies, nightjars, nightingales.

So yes, we accept there will be less deer activity on site simply because there will not be lots of arable crops for them to eat anymore, but that does not constitute a significant ecological impact. From an ecological perspective, that is not really material in the decision-making framework within which we are working.

Thank you.

[Question – Councillor Peter Oliver \(Hayling\)](#)

Councillor Oliver, do you have a question?

I'd like to thank Bloor for their presentation and acknowledgement of some of the- sorry, yes. Hello. Yes. Good. Closer. Yes.

I'd like to acknowledge that Bloor's proposals do include a lot of nodding towards critical issues which should concern us. I believe we have a huge opportunity here to envisage a village environment - a pedestrian village - which would serve all the housing needs of the borough, the profile of those needs.

What I am disturbed about is that this is another development based on the car and the unit of a single home. We need a more imaginative approach. We need to build higher. We need to make sure the village is entirely a pedestrian village and that it has a full spectrum of services which would diminish its impact on the surrounding area and the impact on the population which already exists there.

Could I ask you to frame it as a question?

The question is: can we revisit this whole proposal and look at alternative approaches so that some of these concerns can be met and the actual needs of Havant residents can be served, rather than a uniform method of housing people? There are alternatives which need proper consideration.

Thank you.

Thank you, Councillor. I think summarising - it is about density.

So I think the question is the density of development and making the most efficient use of land, which is critical in terms of developing a site and bringing it forward. That is something we obviously look at carefully. This would not be a uniform pattern of development. There would be pockets of higher density, potentially slightly higher areas, certainly around the local centre, for example. There would be a mixture of flats, but there would be some family homes. We are looking to respond to the mix of needs that exist.

I do not think we would sit here and say it would be appropriate to cover the whole development in high-rise development - and I do not think the community would welcome that either - but clearly it is about striking the right balance and achieving the right mix to meet the needs of the community.

[Question – Councillor Philippa Gray \(Bedhampton\)](#)

Thank you. Councillor Gray, can I ask you to speak?

Thank you.

Thank you. I'm Philippa Gray, ward councillor for Bedhampton. We've talked about the impact on central Havant and Emsworth. I want to widen your vision.

When drivers get stuck in traffic, they do not sit patiently waiting for the queues to dissipate - they try to find another route. And we know all about this in Bedhampton. We are regularly getting clogged up whenever there are local problems.

So I would ask Bloor to take a wider look at both the effect of traffic displacement and also consider the fact that we have major development in the shape of Havant Thicket Reservoir, which is generating a lot of local traffic at the moment and will be going on for years. I predict the whole of Havant will simply grind to a halt very regularly and possibly never untangle itself.

Do you have a question?

Yes. Would Bloor look wider than just central Havant - look further west and north to the rest of the borough - and consider the impact whenever they are putting together mitigation?

Thank you.

Probably best for me to come in on this one. Appreciate your question, Councillor Gray. Our scope of assessment work - especially from a transport and highways-impact point of view - is established very early on with the local highway authority. We have a specific cordon of junctions and assessments and impacts that we look at, and that is formally agreed through the pre-application process with the local highway authority.

Now, if there are impacts beyond that - as you say - we as a development proposal can only forecast impacts so far. If it goes much beyond, as you say, into Bedhampton, that is a consideration for the highway authority themselves. We, as an applicant and through the application-impact process, take it to a certain extent that is formally agreed.

Thank you.

#### [Question – Councillor Simon Hagan \(Stakes\)](#)

I'm conscious of time - we are scheduled to close at 8:00. So I'm going to take any final councillors who haven't asked a question, then I'll move on to follow-up questions from people who have supplementary questions. I think Councillor Hagen and Councillor Harrison have not yet asked a question.

Hi. Yes - my question concerns mitigation for flooding on the site and its potential effects on neighbouring properties. SUDS are being used to potentially manage the areas for flooding from groundwater. Houses in similar sites with similar groundwater problems are built on raised platforms, and then neighbouring houses have raised groundwater on their properties.

My question is: what mitigation is going to be in place to prevent its impact on neighbouring properties as well as the actual site itself? And just to supplement that - who will be responsible for ongoing maintenance of these SUDS once the site has been fully developed and moved on?

Thank you.

Thank you, Councillor Hagen.

Thank you, Councillor. I think there are two questions there. If I start on the flooding: you may notice from any flood mapping that you may have looked at that there are areas in the south of the scheme. We have done modelling of this through different software, and it has identified the extent of that in the current scenario. We need to mitigate that to reduce any impact we have on our residents who may be moving in and the surrounding neighbours.

We are proposing to do that by increasing the size of the watercourse along the western boundary - just through there. By widening that watercourse, you create the capacity and it will not flood over in extreme events. We have modelled it up to the 1-in-1,000-year storm event - the worst that could possibly happen between now and the next 1,000 years, including climate change.

Moving on to the SUDS maintenance: there are two options we can move forward with - either through the highway authority or through a management company that we would appoint ourselves. At the moment, the preference would be towards the highway authority taking them on, but that would be something defined at the reserved-matters stage.

Thank you.

[Question Councillor Antonia Harrison \(Purbrook\)](#)

Councillor Harrison.

Thank you, Chair. Councillor Antonia Harrison from Purbrook ward, which is in Waterlooville. Waterlooville has a similar-size development at Berewood, and over the years there have been similar questions - and there still are similar questions because it is still in development. So it is an interesting exercise to look at this one alongside what is still going on - or not going on, should I say - at Berewood.

Anyway, my question relates to the Welborne development, which is a 25-year project, and the fact that a bridge was built at Junction 10 on the M27 with very little inconvenience over the Christmas holidays. So - how about it?

Short answer, because we have covered transport an awful lot. Thank you.

Thanks for your question, Councillor Harrison. We are very aware of Welborne as a development. That development was submitted in 2017 when the national and local policy had a different picture. It was subsequently approved in 2019, still under a prior policy agreement. Welborne is considerably larger than the Southleigh proposal - around 6,000 houses. We are only 2,000. They were also able to facilitate direct access to the M27 at Junction 10 with alterations to the existing slip-road arrangement. Southleigh is of a different scale. The A27 is of a different scale to the M27, and we do not have an immediate Junction 10 to work with.

Thank you.

Councillor Harrison, do you mind if I interject just to add something further in response to the question? Clearly, the sustainability credentials are important. Many authorities have declared climate-change emergencies. We have to consider the impact of developments as they come forward, including the carbon impact of major infrastructure such as road junctions. We have done some initial analysis on new junctions, and the carbon impact is considerable - and that is something that should weigh in the balance of a material planning decision. I think Adam had

some calculations of the impact of a potential structure in terms of trees, but that has to be factored into the balance.

Thank you.

[Question – Councillor Munazza Faiz \(Leigh Park Central and West Leigh\)](#)

Councillor Munazza Faiz, and then I will try to get the follow-ups.

I'm Councillor Munazza Faiz from the ward of Leigh Park Central and West Leigh, and my question is: what proportion of these 1,800 houses will be genuinely affordable and social housing?

Thank you.

Thank you. I touched on this earlier. We would look to the emerging planning-policy position, which - our current understanding - is 30% affordable homes, which would respond to the housing-needs register. So people on that register would be able to either purchase a shared-ownership property or have a property available for social rent or affordable rent. But it depends what the emerging policy ultimately clarifies.

Thanks.

I've got one councillor left who hasn't asked a question yet, and I think what I might have to do is a quick whip-round, find out what all your questions are, and manage it that way because we are supposed to be closing in seven and a half minutes.

So - Councillor Hulls...

[Question – Councillor Jonathan Hulls \(Hayling West\)](#)

Hi, Councillor Jonathan Hulls from Hayling Island. My question is a bit of a supplementary to Councillor Oliver's. He was getting at the fact that it would be nice to have a whole pedestrian village. There has been a lot of talk of active travel alleviating traffic on the surrounding roads. So would you, as Bloor, be happy to cut down the amount of parking per unit? Because what we often see is developers bringing forward plans talking about active travel, and then all the units end up with two car-parking spaces and everyone has two cars. If you didn't provide that, it would encourage people to use the active-travel model. Thank you.

Thank you. Ultimately we are guided by Havant's parking standards. So if there was a desire from the council to change the approach to parking - to encourage people not to park or to move away from having a second car, for example - that would be set at the borough level, because we need to respond to the policies they put in place.

Thank you.

I think that's everyone who wanted to ask a question. I'm going to figure out how I can... So, Councillor Munday, Councillor Rason, Councillor Berwick, and Councillor Collings have all had their hands up for a long time. We'll try to get through you all. Should we do it in the order that everyone spoke? So, Councillor Rason - what's one?

[Question – Councillor Grainne Rason \(Emsworth\)](#)

Thank you very much. To be brief: Southern Water are mandated to connect properties to the sewage network. Budds Farm is said to be at capacity. What indication from Southern Water

has Bloor Homes had that the final build-out of the estate - and that of the 800 homes on Horndean Road and the potential 2,000 additional homes - will be within the capacity of Budds Farm to treat that sewage?

Thank you for a very quick question.

Would you like a quick answer as well?

I would love one. Thank you.

We are engaging with Southern Water about the same issues you have around Budds Farm. There is capacity in the local network for the initial parcels to get away, and then we will build out over the lifetime. Our infrastructure charges - a fee of approximately £1,000 per property - will be used to fund reinforcement of the Southern Water network.

Thank you.

[Question – Councillor Phil Munday \(St Faiths\)](#)

Councillor Munday:

A couple of points. Firstly, when you came to see me, I asked specifically whether I could talk to you about how you were doing your transport assessment. I was disappointed that you never came back, because I was explaining at that time that there are very specific pressure points on our system, and the question is whether you are doing your assessments at the right time. I would like to know that.

Secondly, nobody has mentioned the fact that up the road, about a mile away just north of the Thicket Reservoir, you are building 800 homes yourselves - that is Bloor Homes. So that will impact this system as well.

I am concerned that I offered you the opportunity to work with us to find solutions to problems - whether that be a link road or whatever - and the answer I got... well, I didn't get an answer. I was prepared to contact the Secretary of State because I think this is important for this borough, and I was unhappy with your answer.

So I ask you again: are you prepared to work with us as a local council to look for solutions to the traffic problems that everybody has been talking about and you have dismissed, please?

Thank you, Councillor Munday.

I would just like to say that we have, through our transport assessment, tried to be collaborative. We held workshops with Havant Borough Council - I believe in November–December 2024 - and those discussions have led to where we are with the current transport proposals. Similarly, those transport proposals, through the couple of years of pre-application, have been discussed with Hampshire County Council and those have been put forward and discussed further.

In terms of our transport-assessment methodology, that has similarly been discussed at length with the local highway authority to understand their position on it and their buy-in, ensuring that it is in line with local policy and what they want to see as a highway authority.

Thank you.

[Question – Councillor Sharon Collings \(Leigh Park Central and West Leigh\)](#)

Councillor Collings - with three minutes left, choose one.

It was either estate-management fees or solar panels. So I think I might choose solar panels.

Right. So we've heard this whole site is going to be all-electric - that's what I've heard, that's what you've told us. So if the site is all-electric, each property has a heat pump. Average usage in the winter for 21 degrees is about 40 kWh a day - every single day. Forty kWh per house.

Now, my maths for 2,100 homes - because that's what it ends up being - is 84,000 kilowatt-hours every single day will have to be produced just for those heat pumps before we plug in all our EV chargers. But I think we're all riding bikes, people, so it'll be all right.

Now - to generate 84,000 kilowatt-hours per day, perhaps an offshore wind turbine would take two to three days to produce that - one day's usage. To generate that per day using solar panels - 500-watt decent-size solar panels - you would need approximately 33,600 to 56,000 panels depending on location and peak sunlight hours available. So each home would have to be south-facing with a south-facing roof, accommodate 16 to 20 500-watt panels, and have battery storage to get anywhere.

The question is - now 8:00. Thank you.

Given Havant Borough Council's strategy for net zero and sustainability, will Bloor be looking to install solar and battery storage in all these properties to reduce reliance on the grid and promote sustainability?

Thank you.

*(Video record ends)*

Thank you. Sustainability is key, and one of our issues we really pride ourselves on. We will be meeting future home standards, which is the coming building regulations that will be met through solar PV. That is normally going to have seven kilowatts per property. That's 14 of your 500 watt cells. It will also have fabric first efficiency, so looking to reduce the need to use it through overheating. And they will also have air source heat pumps, so that that is the requirements that we are going to do above standard. We then also need to allow for what happens if it's a rainy day or cloudy day, we can't rely upon that. So we've engaged with SSE on the load. We will require slightly different to the power, kilowatt hours you were referring to the peak usage. And SD have confirmed there's currently capacity in the network, so available for us to use for 310 units. And they'll work with us through the build out, as we deliver the rest of our units through upgrades to their primary substations.

Thank you. Final question from Councillor Berwick,

Thank you very much. I'll be very quick so as I'm part of the ward that borders in the Denville side, I've had contact from quite a few residents that border the construction, and there's three main concerns they have, and I'd like to ask you how you've managed those. The first The first one is privacy, both during development and in the future when houses are there. The next one is dust and noise from the construction and how we manage that for bordering properties. Thank you.

If I can deal with the dust and noise, obviously that is a concern for residents during construction, will be required to sign up and for the Council to approve a construction and environmental management plan, which will set out factors such as hours of use, measures to

suppress dust, measures to control noise, and will be actively monitored to make sure that we adhere to that that detail once it's submitted and discharged. And that's something that the council will manage, that that's quite standard mitigation, and we're a considerate developer in that context. So we do what we can, because we do recognise it can be disruptive to local people in terms of amenity and privacy. That really comes down to the future detail once we're actually working on the layouts, so we'll be looking at the reserve matters detail that would set the distance to ensure overlooking, no overshadowing, no overbearing impact. So that wouldn't be covered at the outline stage. What that would cover is the parameters of the extent of those uses, so the privacy considerations would come later and would adhere to haven't standards in that context.

Just as a follow up to that, I'm conscious that I spoke with many residents earlier about what I'd probably constitute detailed development control matters, or development management matters. What you see in front of us is an outline master plan. We need to show a certain amount of detail. We can't show it all because we don't have all that information. That's for a subsequent approval process. And I'm listening to what people are saying with regards to safeguarding of routes, and that will that will factor into the next phase. So just as a reminder, this is the first of several stages that we're going to go through, and we will continue to listen to concerns that are raised by residents, and particularly our adjoining residents. We've met with a lot of you already, and we'll continue to do that through this process.

Thank you. So we've come to the end of the Q and A session. You all have your feedback forms on your seats. Please do fill them in, and when we ensure that they get back to law. As a reminder, all the materials that have been presented today will be on the Hamburg Council website. So do take a look if you want to look at anything in detail. This is not the last opportunity for residents to participate. This is obviously an important step in the process, but there will be a planning application. When it's submitted to to us, we will be going through the normal procedures, including a statutory consultation period, allowing you to provide further feedback. So we haven't finished at all. So I'd like to thank everyone for attending this evening. I'm going to call the meeting to a close. Exits are here and here.

Have a safe journey home tonight.

Thank you.

Bye.