

From: [REDACTED]
To: [Solent Gateway 2](#)
Subject: RE: Solent Gateway 2 - Scoping Consultation Your Ref TR0310002
Date: 17 December 2025 12:15:59

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Dear Ms Newman,

With reference to the above consultation, Southampton City Council have the following comments to make.

In terms of transport, the submitted scope of junctions is considered acceptable. Due to the wide area of highway network that the development would impact, the following comments mainly relate to the Southampton Road network. The Environmental Statement should include distribution data across the region in order to determine how many of the predicted traffic would enter the Southampton road network, especially at Junction 3 of the M27 and Redbridge roundabout. Distribution data at the A326/Spicers Hill area is also important especially in the PM peak (northbound traffic from Marchwood bypass) and potentially AM peak (Southbound traffic at A325/Main Rd); as the split here could determine traffic impact on the Redbridge Roundabout. Traffic modelling of the Southampton road network junctions should cover a variety of scenario including cruise day traffic - depending on the projected weekend trip generation, a Saturday cruise traffic assessment would also be needed.

In terms of air quality, whilst air quality in the city has improved significantly in the last 10 years, the impact is likely to be significant and, as such, would encourage wide-reaching mitigation measures including the installation of shore-side electricity supply for ships.

In terms of Human Health, we welcome the applicant's use of the IEMA human health scoping guidance in preparing this chapter. The data sources used to inform the description of the existing environment are acceptable and the applicant has considered an appropriate range of indicators to build up a picture of health in the local and wider study areas.

The applicant should check the number of GP surgeries for Hampshire and the Isle of Wight stated in paragraph 21.4.39 as the number stated (14) does not appear correct.

We consider that children and young people should be added to the list of potentially vulnerable groups listed at paragraph 21.4.44 as they can be particularly sensitive to changes in their environment and are also more susceptible to harm from construction traffic. There are several schools, including a SEND school, located in the Southampton MSOAs that make up the local study area.

We concur with the list of potential impacts of construction identified in Table 21.4 and potential impacts during operation identified in Table 21.5 and what should be scoped into and out of the EIA.

We support the applicant's intent to undertake a comprehensive HIA that will be integrated into the EIA process. We would welcome engagement from the applicant's consultant team as they prepare their HIA.

Regeneration Planning Manager
Transport and Planning Service
Southampton City Council

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N.B. My working days are Mondays, Wednesdays and Fridays

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