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**Reference:** CDC\_Southbourne

**Enquiries to:** Spatial Planning

**Date:** 16/07/2026

**Email:** [planningconsultations@hants.gov.uk](mailto:planningconsultations@hants.gov.uk)

Dear Sir/Madam,

Thank you for consulting Hampshire County Council on the Southbourne Allocation DPD as part of the Regulation 19 consultation. There has been ongoing engagement between the County Council, in its capacity as the Local Highway Authority for Hampshire, and Chichester District Council on this site allocation. Responses have been provided by Hampshire County Council during the development of the now adopted Local Plan 2021-2039, as well the signing of a Statement of Common Ground (dated September 2024), through which both authorities agreed to continue engaging with one another as the DPD progressed, including through the County Council's Tier 1 membership of the Transport Infrastructure Management Group (TIMG).

The County Council after reviewing the submission version of the Southbourne DPD, and its associated supporting evidence, raise an issue of soundness on the grounds of the policy not being effective and not being positively prepared, in regards to sufficiently assessing and addressing potential cross-boundary transport impacts.

**1. To which part of the Plan does this representation relate?**

Policy SA1 – East of Southbourne  
Southbourne Allocation Transport Assessment (ITP, 2026)

**2. Why is the plan considered to be unsound?**

Not effective  
Not positively prepared

**3. Do you consider the Plan to be legally compliant?**

Yes

**4. Details on the unsound nature of the Plan:**

The submitted DPD includes policy SA1 for land located east of Southbourne, which neighbours Emsworth in Havant Borough, Hampshire. Hampshire County Council has engaged with Chichester District Council throughout the development of the now adopted Local Plan, and the emerging Southbourne Allocation Development Plan Document. This engagement is evidenced by the County Council's representations submitted in response to consultation stages of both documents, as well as the signed Statement of Common Ground.

As part of this engagement, the County Council has raised concerns regarding the insufficient evidence provided to enable a full assessment of the cross-boundary transport impacts arising from the proposed development. Paragraph 6.15 of the Statement of Common Ground outlines the concerns of the Hampshire County Council, in its role as Local Highway Authority, regarding the reliance placed on a CATM model that utilises 10-year-old data and the lack of assessment of cross-boundary impacts into Hampshire. As a result, the County Council sought a modification to Criterion 3 of Policy A13 in the Local Plan to include reference to “an assessment of cross-boundary impacts into Hampshire through consultation with Hampshire County Council”. However, this amendment was not carried forward into the adopted Local Plan 2021-2039.

After reviewing the submission version of the Southbourne Allocation DPD, and its associated evidence base, including the Transport Assessment, the County Council remains unsatisfied that the cross-boundary impacts have been properly assessed or addressed. The Transport Assessment prepared in support of the DPD (ITP, 2026) identifies that a significant proportion of external development traffic is forecasted to route west along the A259 towards Emsworth and the A27/A259 Warblington Interchange and other destinations within Hampshire. However, it does not provide sufficient detail on the assessment of the resulting impacts within Hampshire to demonstrate that they have been adequately considered. Given the forecast distribution of traffic towards Hampshire, this should include consideration of impacts on the A259 corridor through Emsworth and associated junctions and routes within Hampshire affected by development traffic.

The County Council welcomes the inclusion of monitor-and-manage and Vision and Validate principles within the DPD (Policy SA1, section 6, page 23). However, this approach should form part of a clear monitoring framework which is used to assess whether transport impacts are occurring as forecast; whether anticipated mode shift is being achieved; and whether additional mitigation is required. Where transport impacts exceed those anticipated by the evidence

base, or where forecast mode shift is not realised, mechanisms should be in place to identify and deliver further intervention, including where impacts arise on the Hampshire highway network.

The County Council therefore considers it essential that the DPD establishes a robust policy and monitoring framework to ensure cross-boundary transport impacts arising from the Southbourne development are identified and addressed through subsequent planning applications and implementation mechanisms.

## **5. Proposed modifications necessary to make the Plan sound:**

To insert an additional policy criterion to Policy SA1 – East of Southbourne:

“Development proposals should be supported by appropriate transport evidence which assesses the impacts of the development on the local and wider transport network, including cross-boundary impacts where relevant, and identifies any transport mitigation measures necessary to address those impacts”.

Given the strategic location of Southbourne and the forecast distribution of development traffic, future planning application, the modification required is:

Additional supporting text paragraph, after 5.26 (Transport and sustainable travel):

“The development will be expected to assess the effects on the wider transport network, including cross-boundary impacts where these may arise. The scope of any Transport Assessment should be agreed with the relevant highway authorities and should identify any measures necessary to mitigate significant transport impacts”.

Amendments to paragraph 6.2 under the Monitoring section:

“Some additional monitoring is also likely to be required in relation to transport related issues. This will form part of the monitor and manage and **Vision and Validate** approaches set out ~~within the CLP~~ **in the Local Plan**. Further monitoring is likely to be required as part of the Vision and Validate approach to the transport related aspects of this DPD. **Monitoring may include traffic flows, journey times, network performance, public transport use and active travel activity, including, where relevant, the monitoring of cross-boundary transport impacts. Monitoring outcomes should be used to identify whether additional interventions or mitigation measures are required where transport impacts exceed those anticipated by the evidence base or where planned mode shift outcomes are not achieved.** Additional detail in this regard will probably need to be set out as part of the planning application process.”

We trust that the comments are of assistance. If you wish to discuss any of the comments raised, please do not hesitate to contact us.

Yours sincerely



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