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Emailed to: ksinclair@chichester.gov.uk

Dear Karen,

Chichester District Council Local Plan Transport Assessment Technical Note

Thank you for consulting Hampshire County Council on the Chichester District Council Local Plan Transport Assessment Technical Note in February 2024. Hampshire County Council is responding in its capacity as a neighbouring highway authority to Chichester District Council.

The County Council notes that Chichester District Council has also shared a draft Statement of Common Ground on the 16th April 2024 with Hampshire County Council as part of the Duty to Cooperate process and the response contained herein ultimately relates to that document too, as it is the view of the County Council that it may be premature to enter into any agreement with Chichester District Council under the Duty to Cooperate until the issues and clarifications raised in this Hampshire County Council transport response have been addressed.

The County Council's response to the technical note is set out below:

1. The Technical Note (Stantec January 2024) demonstrates that traffic flow on the A259 increases because of the Chichester Local Plan allocations. The local plan allocations will therefore have an impact on the A259 corridor in Hampshire. This impact will require appropriate mitigation.
2. The Technical Note refers to a scenario of Local Plan with Fishbourne roundabout mitigation. The A27 Fishbourne and Bognor Road Roundabout improvement schemes are no longer considered as committed or with any

agreed timescales for their implementation. Hampshire County Council would need to review a scenario without the Fishbourne roundabout mitigation to be able to comment on cross-boundary impacts.

3. Considering the date that the transport model was run (2014 base year) and focus on the Strategic Road Network, there are limitations to the modelling with a lack of evidence to show the scale of impact at the more local level along the A259 corridor.
4. Analysis of the junction modelling for the A27/A259 Warblington Interchange confirms that the Local Plan allocations increase flows at the A27/A259 Warblington Interchange which will exacerbate the existing capacity problems at the northern roundabout of this junction.
5. Hampshire County Council agree that the Southbourne development should undertake detailed modelling of all the junctions including A27/A259 Warblington Interchange and A259/North Street to assess the impact on the A27/A259 Warblington Interchange, A259 and local road network in and around Emsworth and establish what mitigation is required.
6. To reflect the impact of the Southbourne development on Hampshire's local highway network, it is suggested that the Local Plan specific policy requirements for the site should include reference to a mitigation package in Hampshire for pedestrians, cyclists and buses.

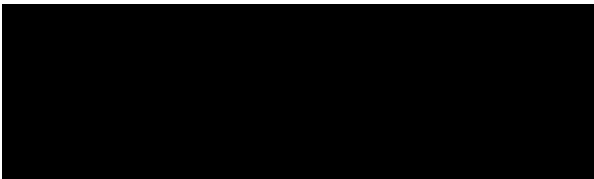
To enable Hampshire County Council to progress with agreeing a Statement of Common Ground, the following information is required:

- Confirmation of the model/data used as part of the modelling work for the southern roundabout at the A27/A259 Warblington Interchange. Previous development specific modelling work has identified capacity issues at the junction which is expected to be reflected in this modelling. The A259/Blandings Way signal junction will need to be included in relation to the A27/A259 Warblington roundabouts. There are capacity constraints in this location during the network peak hours which may have an impact on the southern roundabout at the A27/A259 Warblington Interchange;
- Explanation as to why the A259/North Street Roundabout in Emsworth has been modelled as a 3-arm roundabout when it is a 4-arm roundabout. The High Street arm of the junction is omitted without providing a commentary on why all arms on the roundabout are not considered. The junction needs to be modelled correctly to fully understand the impact of the increased traffic flows at the roundabout and on the A259 corridor through Emsworth;

In summary, the Chichester Local Plan allocations, and specifically the Southbourne allocation, will have cross border implications by increasing traffic flows, particularly along the A259 in Hampshire. This will increase the severance effect of the A259 in Emsworth with a negative impact on road safety for pedestrians and cyclists. This increased traffic flow on the A259 will increase delays at all the junctions along the corridor which will slow traffic and affect the bus journey times and reliability along the corridor and into Hampshire. Further study work as part of the Southbourne planning application/Transport Assessment will enable this impact to be assessed.

In relation to future planning application(s) and Transport Assessment(s) for development in relation to 'Policy A13 Southbourne Broad Location for Development', Hampshire County Council will work with Chichester District Council to identify what further modelling and assessment is required, and to develop a package of sustainable mitigation measures for Hampshire's local highway network. The County Council would not support an approach whereby Southbourne mitigation in Hampshire is subject to a Monitor and Manage process, as recommended in the Chichester Transport Study (Stantec, 2023).

Yours faithfully,



Laura McCulloch
Head of Spatial Planning
Hampshire 2050