

**PORTSMOUTH LOCAL PLAN
EXAMINATION IN PUBLIC**

**NOTE FOR INSPECTORS ON
DEPENDENCY OF PLP11 ON TIPNER-HORSEA ISLAND BRIDGE**

1. In its answers to M1.Q7 and M7.Q57b, the Council indicated that the Tipner-Horsea Island Bridge (“**the Bridge**”) was critical to the full delivery of 500 homes at Port Solent (Policy PLP11). Upon further review, and following recent engagement with the Environment Agency, PCC now takes the view that, while the Bridge would significantly improve the overall quality of the PLP11 allocation, its absence is not a showstopper at the Plan-making stage.
2. The main constraints to delivery of development at Port Solent are: i) the limited sustainable transport options; and ii) the lack of safe access / egress in a future modelled flood event. The Bridge would resolve both of those issues. It would be a sustainable-only transport route for use by pedestrians, cyclists and buses, connecting Port Solent, Paulsgrove and beyond to the City. It would also provide alternative emergency access / egress to and from Port Solent. It would substantially improve the existing allocation of 500 homes and would unlock the possibility of future development in the area beyond the Plan period. The Council has reasonable confidence that the Bridge is deliverable, without causing adverse effects on designated nature conservation sites, within the Plan period.
3. However, if the Bridge does not come forward within the Plan period, that is not a showstopper at the Plan-making stage because:
 - a. sustainable transport provision could be improved to an acceptable level through alternative means, for example through the provision of an on-demand minibus service¹, the provision of a spur link to existing bus services, or the provision of a dedicated bus service (funded through fares, developer funds, public funds, or a combination of all three) to serve the

¹ The Council is currently trialling Pompey Link, an on-demand shared minibus service connecting Paulsgrove, Port Solent, and Cosham, providing easy and affordable transport for people living, working and visiting these areas. The minibus travels between points in Paulsgrove, Port Solent, Cosham Interchange, Queen Alexandra Hospital, Tesco North Harbour and Hilsea Lido and drops users at their nearest bus stop: see <https://travel.portsmouth.gov.uk/pompey-link/>

planned new 500 homes, alongside existing homes and commercial and leisure offer, at Port Solent.

- b. the flood risk constraints are not predicted/modelled in the SFRA to arise until after 2055². It is therefore only after that point that measures will need to be in place to ensure that the development is safe. This could include the bridge, site specific mitigation measures, for example plans to evacuate occupants prior to the onset of flooding, the use of places of safety within the development, and/or the application of physical measures to protect the existing access road (Port Way) by raising the road or providing new flood defences. In this regard, we refer the inspectors to Chapter 9 of the Strategic Flood Risk Assessment (Level 2) **[CE04a]. Which of these measures will be appropriate can only be resolved at the point at which a planning application is submitted / determined. Delivery of housing at Port Solent is not currently anticipated until 2033/34.** While there is no certainty that physical measures would be financially viable and/or that on- or off-site evacuation plans would meet the second limb of the exception test, those matters can only properly be assessed at the project level, i.e. when a planning application is determined by the LPA.

9 October 2026

² Document CE03P, Appendix B Figure 4 Sheet 5 of 5.