



Western Manhood Peninsula – under substantial and irreversible threat.

Is it sensible to build even more houses here where transport is probably the largest obstacle.

The Hypothesis

- The Hypothesis is that there will come a point where the accelerating trend to build ever more houses on the Western Manhood Peninsula (WMP) is unsustainable, mainly through transport issues.
- It is strongly argued that point has been reached and that the road issues are insurmountable.
- In this document we are talking primarily about the villages/parishes of Birdham, Earnley, East Wittering, Bracklesham and West Wittering constituting (WMP). 500 new houses have already been built here, or under construction or have planning permissions already granted.

Traffic – The Big Ticket Items

- One road in – the A286.
- Major and growing problem is everyday traffic including safety.
- Local businesses and peoples lives being seriously impacted.
- No account taken of aggregate housing numbers.

Traffic One road in – the A286.

- Much of this road has no overtaking areas.
- Most other areas are unsafe to overtake.
- Therefore traffic is limited to slowest moving vehicle ie bicycle, tractor, bin lorry. *See appendix, War Stories for actual examples.*
- The congestion on this road is a problem by itself but impact on side/feeder roads is substantial and accelerating.
- Emergency services are seriously restricted in carrying out their duties – some in ways that are not obvious but none the less real. *See appendix, War Stories for actual examples.*

Traffic - everyday traffic is the major and growing issue.

- The A27 and associated problems as it effects the A286 is outside the scope of this document but does still have a significant impact.
- Much is made about hold up in Donnington which, whilst very real, is a separate issue and often distracting issue from what is being identified here.
- Peak Holiday traffic is another very substantial issue which will be made much worse by building more houses on the WMP. It is not, however, the main focus of this document

Traffic - Local businesses are being impacted

- Side roads are becoming crowded and hazardous so that many local trades and services are becoming restricted in their activities. *See appendix, War Stories for actual examples.*
 - Many are unable to make as many calls because of increased journey time
- New houses will not mean more business for local plumbers, carpenters, electricians and other housebuilding trades.
- Tourist destinations like camp and caravan sites become less attractive.
 - Getting there for visitors is already taking longer with more hold ups and at times is all but impossible with journey times once on the Peninsula sometimes exceeding two hours.

Traffic - No account taken of aggregate housing numbers.

- Every major development has a traffic analysis carried out. However this process is seriously flawed.
 - The analyses are paid for by “the Piper” aka “the Developer”.
 - There is no mechanism to take a holistic view of the aggregate impact. So whilst the impact of 50 additional houses may not be significant, the combined impact of many hundreds and possibly thousands must be significant but is not calculated
 - It must be irresponsible for any local authority not to take account of this..
- Policies are not aligned between CDC and West Sussex Highways.
 - The current WSH Transport Plan has “Quality of Life” at it’s centre. Is this meaningful?



Transport - Policy S23 does not reflect it's supporting paragraphs.

- **5.17** Talks about “ a more integrated and sustainable local transport network and to facilitate ease of access to local services and facilities...” .
- **5.21** Projected growth in road journeys from the existing population, together with new housing, employment and other development proposed over the Plan period (both within and outside of the plan area) will place additional pressure on the local road network which is already operating **at or beyond its designed capacity in places.** Without mitigation, this would lead to further congestion and increased queuing times around the A27 junctions and within Chichester City.
- **5.31** The District Council has undertaken a transport assessment of the proposed development sites and strategic housing numbers set out in this Plan to understand the impacts on the highway network in the plan area and surrounding area.

These and many other paragraphs have no meaning. They are aspirational and therefor misleading.

There are many other issues besides traffic

- Medical.
- Loss of Environment.
- Wastewater
- Water.
- Broadband and other Communications
- Loss of jobs.