



# FISHBOURNE PARISH COUNCIL REPORT

## THE CUMULATIVE IMPACT OF INCREASED HOUSING DEVELOPMENT SURROUNDING THE PARISH OF FISHBOURNE, CHICHESTER

---

*Any policy has consequences - both  
planned and unintentional - and local  
residents have to live with both*

---

MARCH 2022

## **INDEX**

- 1. Introduction and Overview**
- 2. Executive summary**
- 3. Impact of Chichester District Council Local Plan**
  - 3.1** Introduction
  - 3.2** Location and previous increase in housing
  - 3.3** The cumulative effect of traffic from new developments along the A259 corridor
    - 3.3.1** Background
    - 3.3.2** A27
    - 3.3.3** Fishbourne Roundabout
    - 3.3.4** Local Car usage figures
    - 3.3.5** Additional new housing
    - 3.3.6** Cumulative Impact
    - 3.3.7** Impact on Fishbourne
- 4. Unintended consequences on village rat runs**
  - 4.1** Introduction
  - 4.2** Impact on Fishbourne
    - 4.2.1** Impact from surrounding areas
  - 4.3** Map of rat runs

## 1. Introduction

Fishbourne Parish lies to the West of Chichester bordered by Chichester Harbour to the South and the main traffic artery the A27 trunk road to the North.

There is only one major road in the Parish (A259) and this runs along the Southern border.

It is already well known that the A27 is subject to lengthy delays at all Chichester roundabouts, especially Fishbourne roundabout onto which the A259 directly feeds.

Fishbourne has already seen a significant increase in housing over recent years and now neighbouring Parishes are also subject to substantial housing allocations in the Chichester District Council Local Plan Review.

These additional houses will lead to a further large increase in traffic and subsequently exacerbate the already heavy traffic through Fishbourne, leading to increased traffic on local lanes (rat runs).

**There has been no meaningful review nor approval by WSCC Highways of the consequences of this increased traffic along the A259.**

## 2. Executive Summary

The cumulative effect of substantially increased traffic flow leads to the following impact on Fishbourne Parish;

- Significant tail backs on the A259 feeding East onto the A27
- Major increase in traffic through Fishbourne village along the A259
- Increased traffic on local roads trying to find Northern short cuts (rat runs)
- Increased air pollution from standing traffic and increased traffic flow
- Increased noise from standing traffic and increased traffic flow
- Substantial safety concerns arising from traffic flow increase along A259
- Substantial safety concerns arising from A259 traffic using local rat runs which are not fit for purpose.

The impact of additional traffic arising from new housing developments **MUST** be considered **AND MITIGATED BEFORE** developments are approved

**THIS HAS NOT BEEN ACTIONED**

### 3. Impact of Chichester District Council Local Plan

#### 3.1 Introduction

The following section reviews the impact on the A27, A259 and rat-run lanes from extra traffic arising from the new housing proposed in the Chichester District Council Local Plan Review.

It should be noted that any policy has consequences, both planned and unintentional and local residents have to live with both.

The two concepts largely missing from any published reports and policies on improving the A27 Chichester by-pass are “cumulative impacts” and “impact on village rat runs”.

This report deals with each of these in turn and comes to the conclusion that the cumulative impact of the traffic on the A259 and the A286 would be unsustainable and that the infrastructure improvements required to cope with the resultant “rat run” impact on country roads and lanes would be highly likely to come at such a high cost as to make such improvements an unviable and uneconomic option.

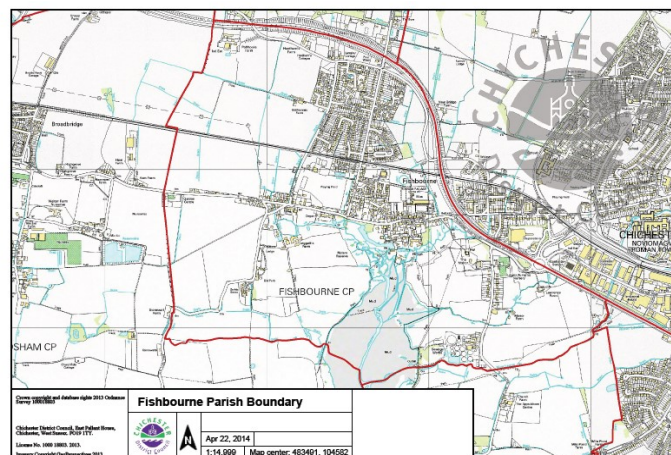
#### 3.2 Location and previous increase in housing

Fishbourne is situated directly to the West of Chichester at the head of the Fishbourne channel (one of the four channels which form Chichester Harbour). Since the 1950s the village has extended steadily northwards in separate developments.

The area of the village is 3.9km<sup>2</sup> and its population density is 6.2 people per hectare, which when compared to an average for the district of 1.8 people per hectare and the England average figure of 3.9 shows an already high density.

The A259 follows the line of the 18<sup>th</sup> Century turnpike road through the village and the A27 forms the Northern and Eastern boundaries of the village. The boundary line was drawn in 1987 when Fishbourne became a unit in local Government and the first Parish Council was elected.

The boundary line in red is shown on the map below;



Fishbourne was mainly a farming community at the start of the 20<sup>th</sup> century and has doubled its population since the 1950s.

Important in any community, “a sense of community” is a particular issue for Fishbourne because of the extent and nature of the development that has taken place in the last half century to the North of the village including:

- Roman Way (1967 – 1964) 45 properties
- Newport Drive / Barker Close 44 properties (planning permission 1973)
- Moss Gardens over 100 properties built in the 1980’s and 1990’s
- Caspian Close nearly 100 properties completed in 2004
- Frampton Close (10 properties – 2010)
- Cuckoo Fields (50 properties, completed 2012)
- Hannah Place, Taylor’s Copse and Knott Gardens (49 properties completed 2018).

At 33%, the percentage increase in Fishbourne’s population between the Census of 2001 and the Census of 2011 is one of the largest in the Chichester District.

One of the inevitable results is that almost all the sustainable sites are now built up, but there has been little or no new infrastructure: traffic congestion and flooding have been the inevitable result.

It is the contention of the Parish Council that, of all the villages in the East-West corridor around Chichester Harbour, Fishbourne is the village that will be most affected by the increased housing proposed for the villages to the West of Fishbourne. This is because Fishbourne is the last village before the roundabout on the A27, meaning that most of the extra traffic from all the new developments along the A259 corridor will pass through Fishbourne which will suffer the maximum cumulative impact.

Traffic will also seek to avoid delays and the dangers of Fishbourne Roundabout by using the local lanes as rat-runs which are certainly not fit for this purpose, even at the current level of use.

Fishbourne Roundabout often has 2 lanes of 3-mile queues on the A27 in the morning rush hour and, if the housing allocations to the west of Fishbourne were to be fully met, the A259 rush hour queue would stretch back throughout Fishbourne. This would significantly increase the level of air pollution, which is already a concern of residents.

### **3.3 The cumulative effect of traffic from new developments along the A259 corridor**

#### **3.3.1 Background**

The information available from the recent Chichester District Council Local Plan Review addresses major concerns of the Manhood Peninsula and Stockbridge roundabout, but there is no similar information associated with the problems of the A259 or Fishbourne roundabout and rat runs.

Chichester District Council published an update on 31 January 2022, including statements that the A27, Stockbridge Relief Road and sustainable transport infrastructure are required in order to meet the District's full housing needs, but there is no external funding. CDC is also looking at other parts of the Local Plan area for the displaced housing allocation.

CDC recognises the concerns around the special qualities, infrastructure and environmental constraints of the Manhood Peninsula and assure residents that these have been recognised in the emerging plan, which seeks to direct the displaced development elsewhere in the plan area.

There seems to be a special concern over the Manhood, but if mitigation is required to build houses on the Peninsula, so should there also be mitigation in the A259 corridor which has an equally problematic traffic problem which should also necessitate the withdrawal of additional housing allocation. The A259 corridor has special qualities, infrastructure and environmental constraints of its own and these issues should be addressed.

### **3.3.2 A27**

The resolution of traffic delays along the A259 is inextricably linked to the A27 which is currently the subject of another consultation. Major reconstruction of the Fishbourne roundabout and the construction of a bypass has been a long-standing potential solution.

### **3.3.3 Fishbourne Roundabout**

Below is a snapshot of the daily traffic on Fishbourne Roundabout using information available from National Highways and WSCC. It is in itself shocking, but even more so when considering the fact that the Department for Transport's own traffic forecast for traffic to increase by 50% by 2030.

Summer flows are clearly in excess of these figures.

Total flows

- A27 Average Daily Flow(Site 60080) 50671 (All of 2021)
- A259 Fishbourne RA eastbound 6524 (13/1/22)
- A259 Southbound Approach (Tesco DCW) 13889 (20/04/09 latest)
- Terminus Road westbound 2370 (13/1/22)

This roundabout is currently having to deal with 73454 vehicles per day.

The now-dismissed proposal to construct the Stockbridge Link Road between Donnington and Fishbourne would have added a minimum of 16500 vehicles to the daily flow of the Fishbourne roundabout. That would be 89954 vehicles per day that is vastly over its design capability.

WSCC's most recent traffic flow figures (on the A259) for the survey site just West of Fishbourne were checked on the 13<sup>th</sup> January 2022 and it showed a gross figure of 12869 vehicles a day. Peak am traffic eastbound was 534 per hour and the pm figure 540 per hour. The am westbound peak was 542 per hour and pm west bound 531 per hour. These are winter figures but consistent with previous counts. At peak times this is approx. 9 vehicles a minute in each direction and vehicles join the queue faster than they can exit onto the roundabout.

### **3.3.4 Local car usage figures**

In 2019 a survey of Flavian Fields and Cuckoo Fields was carried out. These are recent mixed developments of modern compact detached, semi-detached and terraced housing and, as such, are representative of future proposed developments along the A259 corridor. The survey revealed that 65% of residents are in employment and have to travel outside the village for that employment and residents also transport children to school by car and go shopping. It has been established in the Census 2011 that Fishbourne already has the highest car dependency in Chichester District. This higher than average car usage statistic is also likely to be representative of Chidham, Bosham and Southbourne.

This 2019 survey established that there were 1.8 cars per household with 1.65 cars per household using their cars during peak times. The Chichester Area Transport Model (CATM) adopted in 2015 from a report published by Jacobs in 2013 has established that although the census levels show our car ownership in Fishbourne as 1.34 cars per household the system used by CDC for planning purposes uses a figure of .477 cars per household at peak times created by a national computer model for strategic planning development.

The basis of the CATM from the initial 2013 report also uses as its basis that there would be a housing increase of 4700 by 2031, that all the junctions on the by-pass would be upgraded, that Smarter Choices of Transport (Public Transport/ Cycling/ Walking) would reduce car usage and takes no account of the 15.7% increase in traffic in the ten years since 2009.

### **3.3.5 Additional new housing**

Using the latest information in Table 1 Proposed Revised Distribution of Housing Development for Testing in southern part of Chichester Plan Area in a letter from the Planning Policy Divisional Manager to Parishes on 19 January 2022, the revised allocation of houses for Fishbourne and its neighbouring parishes is:

- Fishbourne 30
- Bosham 250
- Chidham 300
- Southbourne 1250
- Westbourne 30

There is great concern that there could be displacement from the Manhood and other areas in addition to the 1600 newly allocated for Chichester West.

Importantly for Fishbourne the growth of 580 houses in Fishbourne, Bosham and Chidham whose residents are likely to use the A259 or rat runs through Fishbourne amounts to 957 cars potentially being used during peak times. It is anticipated that these new homes will predominantly use Chichester for employment, schools and facilities and therefore use the routes to and from the A27 for Chichester and beyond and will add to traffic on village rat runs.

The 1250 houses in Southbourne will further add to the numbers, but a considerable number will probably travel westbound.

### **3.3.6 Cumulative Impact**

The average length of a family car is now 4.55 metres. Allowing for about a one metre+ gap between them, the additional 957 cars from the three villages need a stationary road space of about 6 metres each or 5742 metres total. (Fishbourne roundabout to Nutbourne if lined up). Whilst this will not be one static queue, it is just an example of how many cars that means. This indicates a huge problem as there will be no greater speed of exit onto the Fishbourne roundabout and therefore peak time cars will either join the end of a massive queue or seek a rat run route that will rapidly become congested.

Proposals for a cycle route from Chichester to Emsworth will further complicate matters, for example the introduction of the proposed 20mph zone on the A259 within Fishbourne may drive traffic away from the A259 onto the smaller lanes to avoid the inevitable hold-ups.

### **3.3.7 Impact on Fishbourne**

The effect of all the cars from new building along the A259 corridor is a huge consideration for Fishbourne. Chichester District Council has been seeking mitigation measures for building on the Manhood Peninsula with the construction of a Stockbridge Link Road that has now been proven too costly to implement.

There has been no action or attempt for mitigation by Chichester District Council for the A259 corridor although the problems are the same. The A259 must be considered as equally important as the Manhood traffic management, where there were plans to spend millions.

## **4. Unintended consequences on village rat runs.**

### **4.1 Introduction**

National Planning Policy Framework (NPPF) states that transport issues should be considered from the earliest stages of plan-making:



## IMPACT OF CUMULATIVE HOUSING DEVELOPMENT ON FISHBOURNE PARISH

- Para 109 states that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or **the residual cumulative impacts** on the road network would be severe.
- Planning Practice Guidance makes reference to the Department for Transport Circular from 2013 'The Strategic Road Network and the Delivery of Sustainable Development'. "Where the **residual cumulative impacts of development are severe**, development proposals should be prevented or refused on transport grounds."

### 4.2 Impact on Fishbourne

One part of Fishbourne which will be badly affected is **Appledram Lane South**. This is a winding, country lane mainly without pavements and, especially in the Summer Season, is widely used as a rat run to the coast avoiding Fishbourne Roundabout, thus creating increased air pollution and noise, as well as the disruption to traffic flow. There is also a care home, which will be adversely affected, and further along is a farm and the Chichester Waste Water Treatment Works with their associated traffic.

In the 1920s, **Clay Lane** was a country lane with a few farms and isolated buildings. Today, a narrow lane with no pavements it is already heavily used by traffic seeking to access the city avoiding the delays and dangers at Fishbourne Roundabout. It forms part of a national Cycle route even though walking or cycling along Clay Lane is seriously dangerous and the route is becoming increasingly unfit for purpose.

Clay Lane January 2022



Large lorries use Clay Lane but sometimes have to mount the grass kerb leaving no room for pedestrians and cyclists.

#### 4.2.1 Impact from surrounding areas

The Clay Lane/Salthill Crossroads will have a substantial increase in traffic as a result of new building from all 4 directions and will require significant traffic mitigation measures:

From the NORTH: Work on Whitehouse Farm Development has started the first phase (750 houses) of its 1,600 total programme. During the early stages of building the Leisure Centre, contractors' vehicles will also be using Clay Lane .

From the EAST: new build traffic from Chichester may use Clay Lane as an alternative route from the City

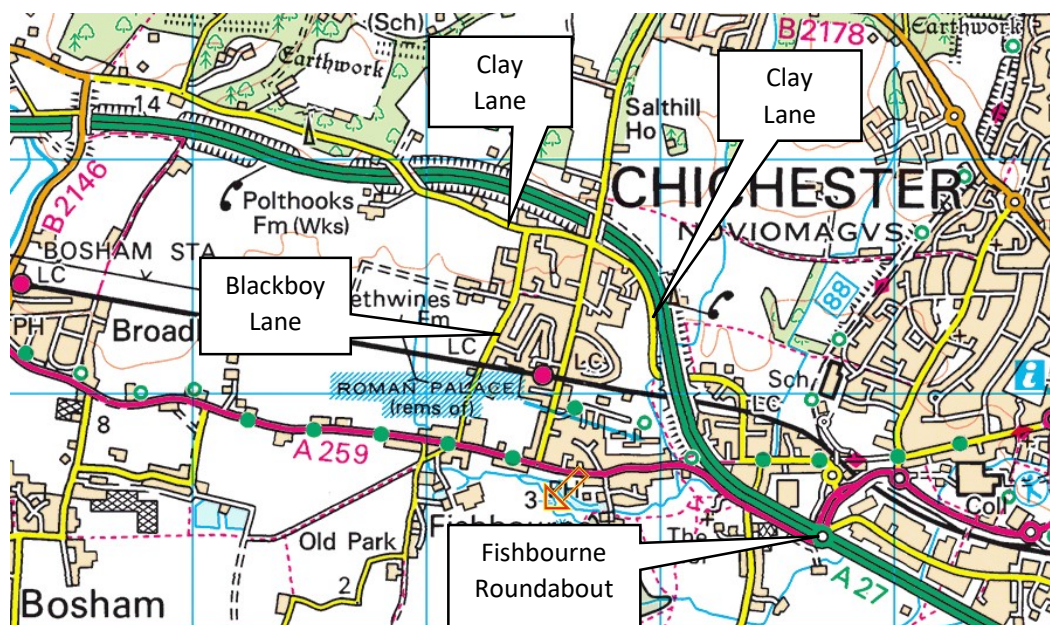
If Fishbourne is to meet its allocation, cars from a further 30 homes will be accessing Clay Lane as this is the only available development site left in Fishbourne.

From the SOUTH: traffic from building developments in the Manhood Peninsula will increase the existing rat run traffic through Appledram Lane, A259 and Salthill Road, again avoiding Fishbourne Roundabout.

From the WEST: there is already an increase in traffic from new build estates along the A259 and this would be significantly increased if the current proposals for over 580 new buildings in the Bournes Villages plus a proportion of the proposed 1250 Southbourne homes were to be implemented.

#### 4.3 Map of rat runs

The following map illustrates the scope of the rat runs along country lanes which are generally too narrow especially for the observed increase in size of many vehicles and with virtually no pavements.



**No mitigation would be sufficient to make Clay Lane or Appledram Lane South fit for purpose without exorbitant costs and environmental damage, particularly as Clay Lane lies within a Wildlife Corridor.**

In order to satisfy the Examiner, Chichester District Council has to show it has investigated all the possible options. So far, this has not been done since the draft revision of the Local Plan as well as the recommendations in the Stantec Report, have been limited to amending traffic flow at the existing roundabouts and **have failed to take into account the full implications for the villages along either the A259 or the A286.**

**Produced by Fishbourne Parish Council**

**March 2022**