



NEWS BULLETIN N°6 WINTER 2020

Achievements

Whilst the country grappled with a national pandemic and life was turned upside down it became obvious that the overriding energies of the nation had to be channelled in to safeguarding the health of everyone. For some it has been a life changing experience which will never be able to return to a familiar settled way of living. As if that was not sufficiently challenging the nation also witnessed the inauguration of a full Brexit treaty.

From amongst these difficult times there were some positive notes for The Alliance. From a band of concerned individuals gathered together on Dell Quay in March of 2019 with no strategy, no official status, no presence but a shared passion to protect all that we held dear has grown into an Alliance of exceptional campaigning groups with exceptional volunteers. We now have supporters coming from across Sussex, Hampshire, Surrey and now South London.

The new year of 2021 SOSCA's major challenges for the coming year will centre on the AL6 Stockbridge Link Road which, if allowed, will have a

devastating impact on the local environment and endanger the statutory protections of the AONB. The Sewage threats both on land and within our seas is also of high priority and one which is now a growing national issue. We will continue to push to reduce the number of housing across the Coastal Plain. Planning applications are pouring in because CDC still has no Local Plan in place, and this is being constantly challenged by us. Raising the profile of how crucially important Biodiversity is to the stability of all wildlife and fauna. To use the opportunity of Britain hosting the COP26 to highlight all the many issues that our coastal plain faces and how it must be protected for the nation and future generations.

AL6 - OUR FIRST PRIORITY - A DISASTER IN THE MAKING

Description

Policy AL6: Land South-West of Chichester (Apuldram and Donnington Parishes) Approximately 85 hectares of land is allocated at land south-west of Chichester, as defined on the policies map, for an employment-led development to include

approximately 33 hectares of employment land (suitable for B1b/B1c/B2 and B8 uses) and a minimum of 100 dwellings along with a new link road connecting the A27/A259.

The SLR (Stockbridge Link Road) or AL6 is the identity given by Chichester District Council to the creation of a link road from Stockbridge Road of the A286 across agricultural land to exit at the Fishbourne roundabout. CDC have again approached Peter Brett Associates (Standtec) to assess the mitigation of this road who

presented their report to DPIP group which has no statutory authority.



Fig 1: Fishbourne Roundabout with SLR Exit



Fig 2: New 'Hamburger' Roundabout for Fishbourne

This report is secret and being kept from the public. On requesting the presentation and the minutes of the DPIP relating to the Stantec report we have been told that it cannot be released to the public as it is "not in the public interest" to see the report/briefing.

Construction of this link road will mean: It will require a junction off the A286, on the edge of Stockbridge at Mill Pond Farm.

- It will traverse a grade 3 flood plain
- It will then terminate directly on to the Fishbourne roundabout. (See Figure 1)
- This road will have to be raised by at

least 3 metres because it has to cross this flood plain

Due to this height, there will inevitably be an increase in:

- Noise pollution, ('The threshold criteria used for this is a change in magnitude of 3dB LA10,18 hr or more. A number of existing roads are likely to be above the DMRB threshold.)
- Air pollution
- Light pollution

Which will also mean it will:

- Come within 10 metres of the western border of the AONB of Chichester Harbour degrading its International and National protections, and
- Obliterate the protected and iconic views of our Cathedral - (views that are written into the statutes of Chichester District Council to preserve.)

in human terms through injuries but also financial through hikes in insurance cover, is socially unacceptable.

Fishbourne roundabout as it stands today is already breaking UN, EU and National levels of air pollution. To add yet another layer of traffic at this point with these known facts is again socially unacceptable.

CDC's solution to the Stockbridge Link road:

- It will exit on to the Fishbourne roundabout via what is termed a 'hamburger junction'. (See Figure2).
- All exits on to this roundabout will be managed through traffic lights.
- The A27 through traffic will have priority.
- The exit on to the roundabout of the AL6 because it is positioned before the A259 on the roundabout will only add to the congestion along the A259 as



Fig 3: This protected view will be obliterated

It is well known that the Fishbourne roundabout is already considered one of the most dangerous along the A27 with incidents occurring on a regular basis causing untold misery. The costs to society, not only

local communities' queue through the entire length of the main road of Fishbourne to access the A27 and their City.

This will not only add to the frustrations of waiting in traffic jams, but this situation will inevitably raise the

already established dangerous levels of air pollution at this roundabout for the whole community. In addition, there is no mention in the report of the requirement to use the A259 as the only diversionary artery to A27 when it is closed due to accidents.

The inevitable outcome of all these frustrations will be the inextricable growth of all levels of traffic clogging up and damaging our fragile beautiful Georgian infrastructure across our special city as they will use it as a rat run to escape the A27 congestions.

The creation of the AL6 Link Road will also require the:

- Construction of a new junction on the A27 from the Wittering's A286 road and the A2201 from Selsey bringing traffic from the south of the Manhood Peninsula, and A new junction on the A27 from the B2145 road from Hunston again for traffic from the south of the Manhood Peninsula.

These junctions will, in effect, be 'T' junctions as:

- They will be managed through traffic lights
- They will have no right hand turn
- They will not be able to access their city and its services directly
- They will have to double their journey by having to go down to the Fishbourne roundabout – already at breaking point, to access the City
- They will have to use the Fishbourne roundabout to drive east along the A27
- The A27 will have priority

In addition, there will have to be changes made to the Bognor roundabout which will also be converted in to a 'hamburger junction'.

The Standtec Report does not mention the amount of disruption to the traffic and all the communities this additional exit and all the other junctions along the A27 will create. The A27 is a national strategic route along the south coast whose levels of traffic grow year on year. The Report does not mention the time it will take to create this link road. The Report

does not mention the costs to construct all the junctions along the A27 bypass. For example- the Stockbridge footbridge. Highways England's work was scheduled to take from January to April but was not completed until September and went over budget from £877,00 to £1,701,785, all this just to construct a footpath over the A27 which created huge tailbacks, many avoidable accidents leading to injuries and further disruptions.

They do not take in to account the inevitability of traffic going through our Georgian city using it as a rat run creating air pollution, traffic jams, increasing the likelihood of accidents, endangering pedestrians.

They do not take in to account the growth of traffic across the whole region when Goodwood is holding events.

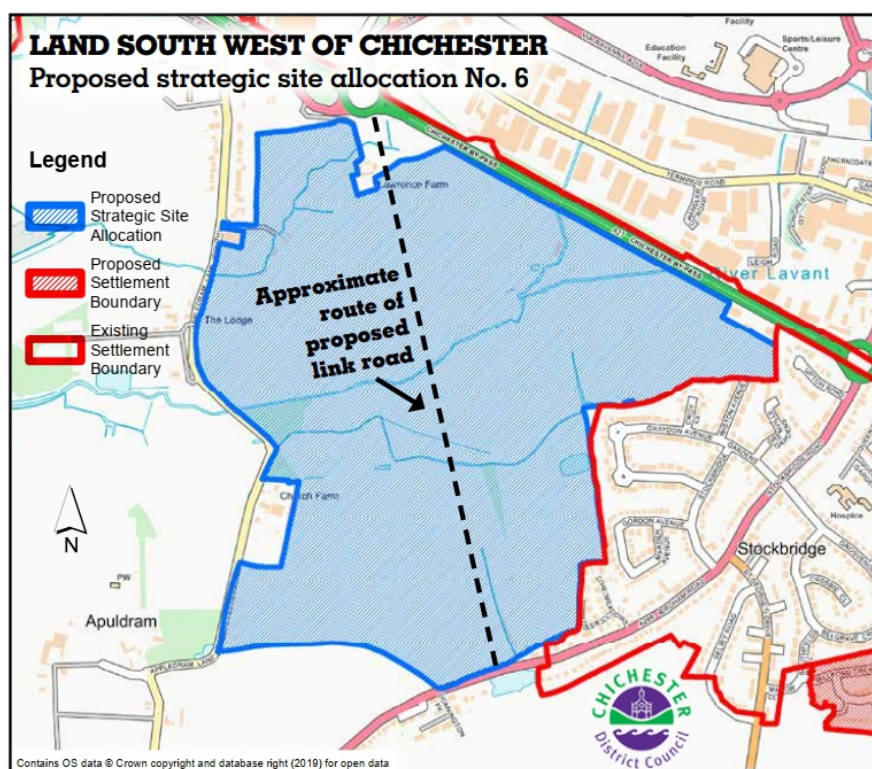
They do not take in to account the growth of traffic across the whole region during the three months of the summer season.

Action:

Through the tenacity of the action group Stand Up 4 Chichester and several councillors supported by SOSCA and MPAG their actions have now been laid bare in the local press. Using social media and YouTube videos the extent of damage this action will cause is well illustrated. See twitter @sosca.org.uk; Facebook @SOSCAAlliance; and @SU4Chi



Fig 4: The new 'junctions' on the A27 for Stockbridge and Whyke



SEWAGE
- A NATIONAL PRIORITY -
A NATIONAL SHAME

The Paper on Sewage Across the Solent is
now up on site under Research.



Fig 5: 'Eutrophication' caused by pollution across the protected Chichester Harbour.

Photo Credit: Peter JS Jones.

'Environmental catastrophe looming' says the Chichester Harbour Trust. As mentioned, this is a pressing issue locally as well as nationally. It is constantly pointed out to our local government representatives that this situation is unacceptable and morally indefensible. It not only endangers the health of local communities but increasingly there is growing evidence that suggests it is having a hugely detrimental impact upon our highly protected AONB

This has resulted in the falling numbers of wildlife, of the destruction of parts of the carbon catching wetlands that surround the estuaries, and pollution of the once clean waters throughout the harbour. As a result, Natural England has downgraded the status of the protections which is of extreme concern for its long term security.



Fig 6: Location of Southern Water waste water treatment works across Chichester Harbour.

The main cause of this situation is the lack of infrastructure by Southern Water to update their Waste Water Treatment Works and to take in to account the growing numbers of developments and effects of climate change. The situation was sufficiently horrendous that Ofwat issued a substantial fine, but this seems to have had very little effect. It was recorded that Southern Water pumped raw sewage into the harbour on 100 days throughout the year. The Trust is calling for Ofwat to place Southern Water into special administration. It is also calling for Chichester District Council to put a hold on the Local Plan until the situation is resolved. These actions are being backed by many environment groups across the whole of the Chichester Plain.

Last year Philip Dunne MP who chairs the Environment Audit Group decided to draw up a Private Members Bill titled 'Sewage (Inland Waters) Bill' which was to have had its second reading on January 22nd. To proceed to the next stage, it required a minimum of 40 MPs to support it. By the said date there were over 100 MPs who declared their support. It was noted that neither Alan Mak MP for Havant nor Gillian Keegan MP for Chichester were among the supporters.

Due to the Covid virus creating a backlog of Parliamentary business the 2nd Reading of the Sewage Bill was postponed. As a result, the Environment Audit Committee requested submissions by all interested parties to be received by 5th February.

Action:

Letters from SOSCA requesting the support for this Bill were sent to all the MPs in Hampshire, West and East Sussex, Kent and Surrey. Correspondence and meetings regarding this important issue were held between SOSCA, Chichester Harbour Conservation, Chichester Harbour Trust, CDC, CPRE Sussex and CPRE Hampshire, Surfers Against Sewage, Hayling Sewage Watch and Pagham groups, and several others. SOSCA also submitted a response to the Environment Audit Committee.

- HOUSING NUMBERS - LACK OF INFRASTRUCTURE

The Paper on Housing Needs Proposal is now up on site under Research.

Susan Taylor, Planning Officer of CDC, recently explained in the Chichester Observer, why it was not possible to call for a Moratorium. She tried to allay fears that the developments were getting out of hand and that CDC had everything under control. She claimed that their Interim Policy Housing Statement “had measures in place to protect the Chichester Local Plan area from ‘inappropriate speculative development’”. However, the reality is that until a Local Plan is finalised these developments will continue. CDC are unable to confirm when a Local Plan will be in place.

SOSCA has responded to this Policy setting out the arguments against their position. There is a Grampian condition that insists on completion of adequate infrastructure prior to any development. At the last election the Conservative Manifesto also stated that infrastructure should be in place. This is manifestly not the case. We have already made clear the state of the Waste Water Treatment centres across the whole of the Chichester area creating huge sewage problems. The other major infrastructure issue not

being faced is the state of the A27, its daily congestion and its barrier to all the communities as they try to access their city and all its services.

SOSCA is not against new housing. It has consistently called for more social and affordable to rejuvenate the communities. It is not in favour of being swamped by market led un needed developments some of which are on flood plains. Some of which are also along the coast without consideration of the effects of Climate Change.

Action:

SOSCA has written a response to the CDC Interim Policy Housing Statement.

The paper on Housing Needs Proposal has been sent to many groups and associations including:

National Housing Federation
National Association of Local Councils



Fig 7: Storms threatening our coastal communities such as Selsey. Photo credit: Chichester Observer.

The communities across the Coastal Plain voted for representatives of Local Government and for a Member of Parliament all of whom vowed to protect and enhance this special region for future generations.

If you feel their actions are not fulfilling these promises and that they are reneging on their responsibilities, then please write to:

Gillian Keegan MP

gillian.keegan.mp@parliament.uk

Cllr. Eileen Lintill, Leader CDC –

elintill@chichester.gov.uk

If you feel these issues are of significance to the communities across the Chichester Coastal Plain, we would welcome your support to forward this Bulletin on to as many people as possible. Thank You.

Contact

If you have any comments or ideas on the above, please do get in touch. We welcome any input, any links, any connections.

Email us via contact@sosca.org.uk