

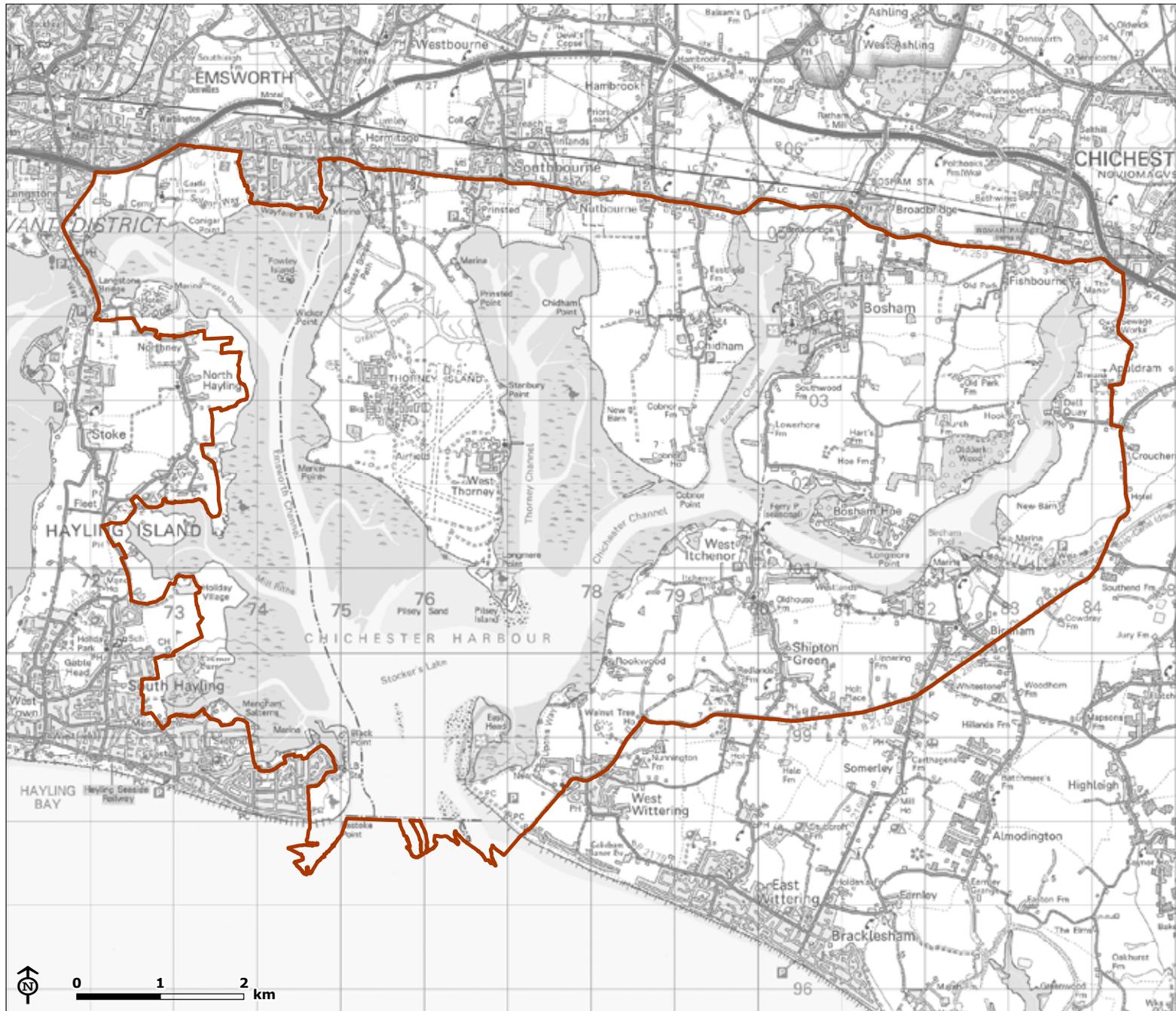
Chichester Harbour **Management Plan** 2019 - 2024 Third Review

**An Integrated Coastal Zone Management Strategy for
the Trust Port and Area of Outstanding Natural Beauty**



Enjoying, Protecting, Enhancing

**Chichester
Harbour
Conservancy**



Chichester Harbour

 Area of Outstanding Natural Beauty (AONB)

Map Scale @ A4: 1:65,000



Foreword



I am fortunate that England's Areas of Outstanding Natural Beauty are part of my Ministerial responsibilities. Whether it be rolling hills, sweeping coastline or a tranquil village, spending time in an AONB can stir the heart and lift the spirit.

This is a pivotal moment for all AONBs. The Government has set its ambition in the 25 Year Environment Plan which states clearly the importance of natural beauty as part of our green future, while AONBs retain the highest status of protection for landscape through national planning policy. Leaving the European Union brings with it an opportunity to develop a better system for supporting our farmers and land managers, who play such a vital role as stewards of the landscape. The Review of National Parks and Areas of Outstanding Natural Beauty led by Julian Glover - the first of its kind for generations - will make recommendations to make sure our designated landscapes can flourish in the years ahead.

In my visits to AONBs around the country, I have been struck by the passion of many people - farmers, volunteers, and hard-working staff - for the beautiful places they live and work. In this spirit I am delighted to welcome publication of this Statutory Management Plan for Chichester Harbour. It is significant that this Plan will be delivered in partnership by those who value the Trust Port and Area of Outstanding Natural Beauty. I would like to thank all those involved in preparation of this document, and wish you the best of success in bringing it to fruition.

Lord Gardiner
Parliamentary Under Secretary of State
for Rural Affairs and Biosecurity

Welcome from the Chairman



It gives me great pleasure to introduce the Third Review of the Chichester Harbour Management Plan. Our Integrated Coastal Zone Management Strategy brings together the work of the Conservancy and its partners in managing a Trust Port and an Area of Outstanding Natural Beauty (AONB). Although produced by the Conservancy, this document has been prepared with everyone who lives, works, or visits Chichester Harbour in-mind.

The Conservancy engaged with many local people during the preparation of this Management Plan. For example, it was subject to a public consultation over a period of two months. Copies of the Plan were made available at all the local libraries and at the four Local Authorities. We contacted over 150 stakeholder groups and it featured in our monthly email newsletters, which are circulated to over 3,200 people. Four open meetings took place around the Harbour, when members of the public could engage directly with Conservancy staff about the emerging Management Plan.

Meanwhile an independent consultant reviewed the Management Plan, undertaking an Equalities Impact Assessment, a bespoke Sustainability Appraisal, and an outline Habitat Regulations Assessment (all available to download from the Conservancy's website). The overall conclusion was that the implementation of the Management Plan would be highly beneficial to Chichester Harbour.

With those words of encouragement, and with the support of the Conservancy staff, I am very confident that this new Management Plan will guide us through to 2024, as well as to help us underwrite the long term future of Chichester Harbour. This will not only benefit local people and visitors alike but, more importantly, it will also help to protect and enhance the fantastic flora and fauna that is critical to this area.

Before I finish, I would just like to refer to the Foreword by Lord Gardiner, where he talks about the Government Review of National Parks and Areas of Outstanding Natural Beauty, being led by Julian Glover. Hopefully, the final report will make recommendations to ensure that our designated landscapes can flourish in the years ahead. It is therefore vital to the future of Chichester Harbour that the current unique control the Conservancy has over both Chichester Harbour – established by an Act of Parliament – and the AONB, is in no way diminished. In fact, we are looking to have greater influence in some areas, such as planning. Lord Gardiner finished his Foreword by 'wishing us the best of success in bringing this Management Plan to fruition'. The outcome of the Glover Review could well influence the development of future Management Plans.

Finally, I would like to thank you all for your ongoing support.

Jeremy Hunt
Chairman
Chichester Harbour Conservancy

Executive Summary

Section 1 details background information to the management of Chichester Harbour. In 1964, Chichester Harbour was designated an Area of Outstanding Natural Beauty (AONB), with the primary purpose to conserve and enhance the natural beauty of this nationally important protected landscape. In 1971, Chichester Harbour Conservancy was established with the function to protect the interests of navigation and the conservation of nature. The Conservancy practices Integrated Coastal Zone Management, which has successfully brought the objectives of the AONB and the Conservancy together for many years.

Since 2000, relevant local authorities have been required to publish a Statutory Management Plan every 5-years for each AONB that is within their geographical jurisdiction. Chichester Harbour Conservancy, on behalf of Hampshire County Council, West Sussex County Council, Chichester District Council and Havant Borough Council, has led with the publication of each Chichester Harbour Management Plan, with every iteration providing a framework for action to help look after and manage this protected landscape. The Third Review of the Chichester Harbour Management Plan establishes a new long-term Vision to 2050 and reaffirms the special qualities of the AONB. Chichester Harbour Conservancy is committed to working in partnership to oversee the management of the Harbour, which encompasses both water and the surrounding land.

Section 2 considers 15 policies to continue safeguarding the environment, whilst remaining relevant to local people, and supporting local businesses. The policies

are not in any order of importance and great weight should be collectively attached to all of them. The policies explain the importance of conserving and enhancing the landscape, development management, the protection of habitats, safety on the water, the maintenance of navigation aids, water quality, catchment sensitive farming and looking after the wildlife species that use the Harbour. The importance of health and wellbeing, sailing and boating, education, connecting people to nature, economic development, marine litter pollution, and the historic environment and heritage assets, are also considered. Of course, in practice there is a significant degree of overlap between the policies, therefore they should be read as an integrated set.

Section 3 explains the importance of planning in this nationally important protected landscape. Since 2014, the Conservancy has developed 18 Planning Principles to help guide development in and directly around the AONB. The Planning Principles, which should be considered in conjunction with the 15 policies, have been prepared to assist individuals, agents, businesses and developers to better understand the criteria that Chichester Harbour Conservancy will use to appraise planning applications when responding to the relevant Local Planning Authority. Although the Planning Principles are not development management policies, they complement the respective Local Plans providing a greater level of detail as to what is, and what is not, likely to be considered as acceptable development in and around Chichester Harbour.

Section 4 is the Appendix, which includes facts and figures about Chichester Harbour and a list of locally designated sites. Spatial data is presented on a suite of maps.



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Section 1

Background Information

Our Vision and Values

Our Vision to 2050

The Vision to 2050 has been developed from an understanding of the special qualities, ensuring that what is unique, valuable and outstanding about Chichester Harbour is conserved and enhanced for the future.

In 2050, the nationally and internationally important landscape and setting of Chichester Harbour is conserved and enhanced.

- The special qualities of the Area of Outstanding Natural Beauty are appreciated and enjoyed by local people and visitors who care for the Harbour now and in the future.
- Management is balanced by ongoing mutual respect shown by different user groups and all within the natural limits of the Harbour.
- The diverse habitats and excellent water quality benefit the rich array of wildlife, which use the Harbour in harmony with the recreational activities of sailing, walking, cycling and relaxing.
- People understand and value their surroundings with many opportunities for outdoor education.
- Businesses thrive with marine enterprises, farmers and tourism providers positively contributing towards a prosperous local economy whilst safeguarding the natural and historic environment.

Chichester Harbour is a resilient landscape, where local communities and businesses are prepared and able to adapt to future challenges.

Our Continuing Values

Chichester Harbour Conservancy and its partners have evolved a series of values to guide the management of Chichester Harbour. These values provide a framework to underpin the landscape-scale approach to help deliver the Management Plan.

1. Conserving and Enhancing the Special Qualities of the AONB

- Protect the natural beauty of the landscape of Chichester Harbour.
- Enhance the diverse range of habitats for the benefit of wildlife.
- Value Chichester Harbour for sailing, boating and other recreational activities.
- Safeguard the quiet and undeveloped nature of Chichester Harbour.
- Increase access to, understanding and appreciation of, the historic environment and heritage assets of Chichester Harbour.

2. Sustainability and Wise Use

- Maintain and improve the facilities and marine industries in Chichester Harbour for safe recreation where they are consistent with its landscape and nature conservation designations.
- Ensure the wise use and sustainable management of Chichester Harbour for the benefit of present and future generations.
- Maintain a balance between the various interests and user groups.

3. Increasing Knowledge and Understanding

- Increase public awareness, particularly among young people, of the value of Chichester Harbour and the threats to its well-being.
- Increase community involvement, public participation and social inclusion in the management of Chichester Harbour.
- Undertake or commission scientific research as the basis for sound environmental management of Chichester Harbour.

4. Helping People to Enjoy Chichester Harbour

- Manage the Harbour to promote and aid the enjoyment of users of all ages, abilities and interests.
- Seek to restrict some activities if they hinder the widespread enjoyment of others.

5. Supporting Sustainable Development

- Support sustainable forms of rural and marine industry and agricultural practices where they are consistent with Chichester Harbour's landscape and nature conservation designations.
- Support the economic and social needs of the local communities where they are consistent with Chichester Harbour's landscape and nature conservation designations.

6. Working in Partnership

- Engage and deploy volunteers to help with the delivery of the Chichester Harbour Management Plan.
- Encourage partner organisations to help deliver the Chichester Harbour Management Plan.
- Develop a close working relationship between all involved in Chichester Harbour and co-ordinate policy with the other agencies involved in integrated coastal zone management.
- Raise the profile of Chichester Harbour across South East England and at national level.

The Special Qualities of Chichester Harbour

Chichester Harbour was designated an Area of Outstanding Natural Beauty (AONB) in 1964. The reason it meets the criteria for the designation is because the landscape has a number of exceptional features, called special qualities. When these are considered in combination, they collectively define what is distinctive and significant about Chichester Harbour compared with other parts of the countryside. The Landscape Character Assessment, refreshed in 2019 and available to download from the Conservancy's website, describes in detail the landscape of Chichester Harbour.

The 10 special qualities are in no particular order and they should be read as an integrated set.

- The unique blend of land and sea – especially the combination of expanses of open waters, narrow inlets and intimate creeks.
- The frequently wooded shoreline.
- The flatness of the landform, unusual among AONBs, accentuates the significance of sea and tide and of distant landmarks across land and water.
- The open water of the central area of the Harbour.
- The overall sense of wilderness within the seascape.
- The particularly strong historic environment and heritage assets.
- The picturesque harbourside settlements.
- The wealth of flora and fauna, and notably the vast flocks of wading birds add to the richness and diversity of the landscape.
- The unspoilt character and unobtrusive beauty.
- The very special sense of peace and tranquillity, largely engendered by the gentle way the AONB is used and closeness to nature that is experienced.

Protecting the Special Qualities

For many years, Chichester Harbour Conservancy and its partners have looked after these special qualities so they can safely pass from one generation to the next while being conserved and enhanced and consistent with the range of environmental designations.

The combination of pressures outlined in the following tables demonstrates that Chichester Harbour needs to be actively managed. The management measures being taken by Chichester Harbour Conservancy and its partners are crucial for the long-term protection of the AONB.



Sea Level Rise and Climate Change

Potentially affects all the special qualities.

THREATS



- In 2013, the Intergovernmental Panel on Climate Change projected that global sea levels would rise between 0.53 metres and 0.98 metres by 2100.
- If this is correct it would have a dramatic impact on Chichester Harbour, most likely affecting the sailing clubs, coastal footpaths, harbourside buildings and dwellings, lowland farming and network infrastructure (roads, power supplies, telephone lines, etc.).
- The length of natural coastline in the Harbour is decreasing as a greater number of hard shoreline defences are installed. This causes coastal squeeze - the loss of saltmarsh habitat - and affects the natural setting of the AONB.
- Coastal footpath erosion in particular may result in the permanent loss of access routes around the Harbour.
- Habitats and wildlife will also be affected by climate change. Species will change and the advent of new diseases may impact on populations.
- Hotter, drier summers may result in increased levels of tourism, which will need to be managed.
- Warmer, wetter winters may result in increased instances of flash flooding and storm events.

OPPORTUNITIES



- Working closely with Local Planning Authorities to protect the AONB, using the National Planning Policy Framework, Local Plans, the Chichester Harbour Management Plan, Neighbourhood Plans, Village Design Statements, and Supplementary Planning Documents.
- Working with universities and the Environment Agency to understand better the impacts of climate change.
- Encouraging measures to mitigate the rate at which climate change will take place, such as small-scale renewable energy and the use of electric vehicles.
- Working closely with the Highways Authorities, landowners and Natural England to protect the footpath network, including the England Coast Path.
- Planning ahead to rollback footpaths where they may be entirely lost to coastal erosion.
- Deploying Volunteer Rangers (Harbour Watch) to regularly assess the condition of footpaths and shoreline defences.
- Advising anyone considering installing or replacing shoreline defences to take account of the Chichester Harbour 'Sustainable Shorelines: General Guidance' document.
- Ongoing species research to monitor change of habitats and wildlife.
- Working with tourism providers to manage increases in the number of visitors.
- Adapting and/or improving existing buildings and other infrastructure to prepare for flash flooding and storm events.

Pressures from Development

Potentially affects all the special qualities.

THREATS



- Over 300 planning applications are submitted every year in and directly around the AONB.
- New major developments in and directly around the AONB, such as extensive housing sites, industrial parks, and large-scale renewable energy infrastructure, are likely to have an overall detrimental impact on the protected landscape.
- Growing trend towards larger and more prominent harbourside detached houses, detracting from the natural beauty.
- The impact of incremental developments is resulting in the gradual urbanisation of the countryside.
- Chichester Harbour is sensitive to recreational disturbance, particularly to overwintering birds but also to other species such as harbour (common) seals, grey seals and water voles. Increased disturbance can reduce time wildlife spend feeding and resting. Walking, dog walking, personal water craft, shooting, bait-digging and one-off aggravating behaviour on the harbourside, such as building works and occasional parties with loud music, can have a detrimental impact on wildlife.
- High levels of light pollution have a detrimental impact on humans and wildlife.
- Marine businesses are part of the historic environment of the Harbour. They need to be financially sustainable and are subject to wider economic uncertainties.
- Once a marine business ceases to operate, it may never return, especially if the site changes to dwellings.
- Neglected, derelict or ill-managed sites detract from the natural beauty.
- Unauthorised developments require swift and effective enforcement action due to the environmental sensitivities of this nationally and internationally important landscape.
- The roads around the Harbour often get heavily congested during peak times, resulting in air and noise pollution and a sense of dissatisfaction for locals and visitors.

OPPORTUNITIES



- Working closely with Local Planning Authorities to protect the AONB, using the National Planning Policy Framework, Local Plans, the Chichester Harbour Management Plan, Neighbourhood Plans, Village Design Statements, and Supplementary Planning Documents.
- Investing developer contributions through Bird Aware Solent to help educate people about recreational disturbance affecting the Special Protection Area.
- Seeking a long-term solution to the A27 Chichester Bypass that does not detrimentally affect Chichester Harbour.
- Working together to better manage seasonal traffic congestion.
- During seasonal peak traffic times towards West Wittering, dispersing tourists to other destinations on the Manhood Peninsula.
- Investigating the potential for new cycle routes around the Harbour.
- Encouraging use of public transport, the Salterns Way, and the uptake of electric vehicles.

Water Quality and Marine Pollution

Potentially affects all the special qualities.

THREATS



- New housing developments add pressure on the Waste Water Treatment Works.
- Instances of heavy rainfall puts pressure on Waste Water Treatment Works leading to storm discharges into Chichester Harbour. This affects water quality, which results in excessive nitrates and the growth of macroalgal weed. This is a problem for habitats, wildlife, water users and local people.
- Impacts of bacteria from storm discharges and other inputs causing failures of the classification of shellfish and bathing waters.
- Agricultural run-off from farms within the catchment also has a large detrimental impact on water quality.
- Pollution washes into the Harbour from the Solent and further afield, which is difficult to have any direct control over.
- Chichester Harbour is affected by marine pollution, and in particular from plastics. Other forms of litter also frequently wash-up on the strandline along with occasional instances of land-based fly-tipping.

OPPORTUNITIES



- Working closely with Local Planning Authorities to protect the AONB, using the National Planning Policy Framework, Local Plans, the Chichester Harbour Management Plan, Neighbourhood Plans, Village Design Statements, and Supplementary Planning Documents.
- Working with Chichester Water Quality Group, which includes Southern Water, to influence the Chichester Local Plan and use it to manage small developments in the catchments of the Harbour so as not to compromise water quality ensuring that Chichester Harbour is protected and enhanced.
- Working with the Arun & Western Streams Catchment Partnership towards a healthy groundwater, river and marine system where all interested sectors, groups or individuals may contribute towards protecting and restoring the natural environment to benefit people and wildlife now and in the future.
- Working with the Arun & Rother Rivers Trust to protect, conserve, and enhance the rivers, streams, watercourses and water impoundments. Conserve and improve biodiversity and increase awareness of the need and importance of a healthy river environment.
- Working with universities, Solent Forum, and the Sussex Marine & Coastal Forum, to better understand the issues of plastic pollution, and with communities and partners (e.g. the Clean Solent Seas and Shores project) to reduce litter pollution and improve water quality.
- Deploying Volunteer Rangers (Harbour Watch / Conservation) to collect rubbish washed-up in Chichester Harbour so it can be properly disposed of.
- Working with local authorities to swiftly address instances of fly-tipping, and where there is evidence of the culprit, to seek prosecution.

Noise Pollution

Potentially affects the special sense of peace and tranquillity.

THREATS

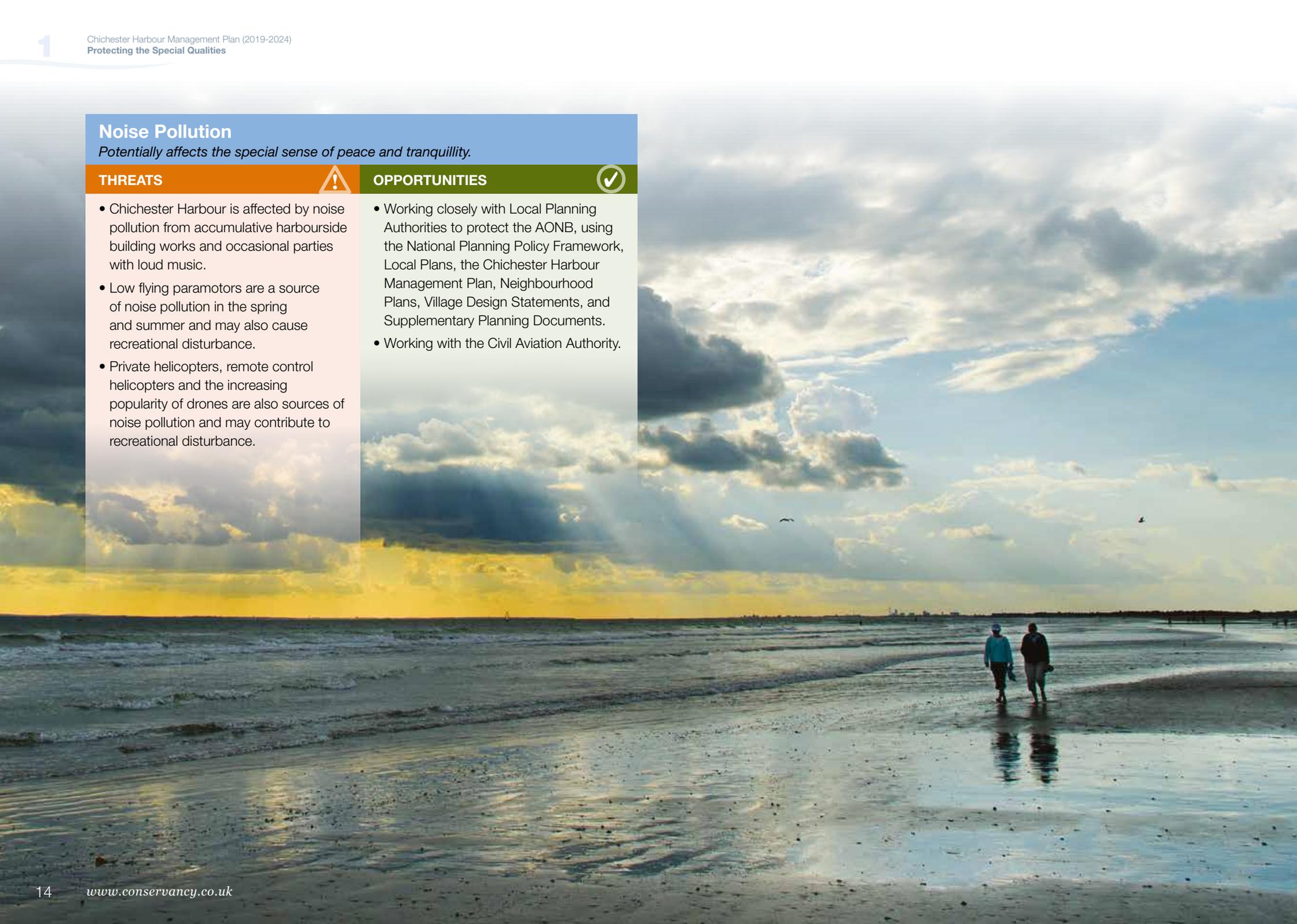


- Chichester Harbour is affected by noise pollution from accumulative harbourside building works and occasional parties with loud music.
- Low flying paramotors are a source of noise pollution in the spring and summer and may also cause recreational disturbance.
- Private helicopters, remote control helicopters and the increasing popularity of drones are also sources of noise pollution and may contribute to recreational disturbance.

OPPORTUNITIES



- Working closely with Local Planning Authorities to protect the AONB, using the National Planning Policy Framework, Local Plans, the Chichester Harbour Management Plan, Neighbourhood Plans, Village Design Statements, and Supplementary Planning Documents.
- Working with the Civil Aviation Authority.



Chichester Harbour in Legislation

On 4th February 1964, Chichester Harbour was designated an AONB, with the Government issuing a press notice the following day, titled “Beauty of Chichester Harbour to be Protected.”

The primary purpose of the AONB designation is to conserve and enhance the natural beauty. In pursuing the primary purpose, account should be taken of the needs of agriculture, forestry, other rural industries and of the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of social and economic development that in themselves conserve and enhance the environment. Recreation is not an objective of designation, but the demand for recreation should be met insofar as it is consistent with the conservation of natural beauty and the needs of agriculture, forestry and other uses.

Chichester Harbour Conservancy

On 5th August 1971, Chichester Harbour Conservancy was established by the Chichester Harbour Conservancy Act. The Act recognised the Harbour as a single estuary, incorporating what was formerly Emsworth Harbour in Hampshire, with the Port of Chichester, in West Sussex. The new body would be called ‘Chichester Harbour Conservancy’. The Act legislated for the creation of a new Statutory Advisory Committee, comprising local stakeholders, and a new Statutory Board, constituting local councillors and representatives of the Statutory Advisory Committee.

The duties and powers of Chichester Harbour Conservancy are set out and explained in the Act, as spelt out in part IV, section 21:

21.– (1) It shall be the function of the Conservancy, subject to the provisions of this Act, to take such steps from time to time as to them seem meet for the conservancy, maintenance and improvement of–

a) The harbour, for the use of pleasure craft and such other vessels as may seek to use the same;

b) The amenity area, for the occupation of leisure and recreation and the conservation of nature:

and the facilities (including, in relation to the harbour, navigational facilities) afforded respectively therein or in connection therewith.

(2) In the fulfilment of the function with which they are charged by subsection (1) of this section, the Conservancy shall have regard to the desirability of conserving the natural beauty and amenity of the countryside and of avoiding interference with fisheries.

Chichester Harbour Conservancy is a unique organisation. It is the only Statutory Harbour Authority with responsibility for an Area of Outstanding Natural Beauty (AONB). Its purposes extend beyond that of other AONBs, to include leisure, recreation and the conservation of nature.

The Act gave jurisdiction to the Conservancy for the land and water within the Amenity Area (see the Map A in Section 4).

Statutory Advisory Committee

The Statutory Advisory Committee provides expert guidance to the Statutory Board and was established by the Chichester Harbour Conservancy Act of 1971. The aims of the Statutory Advisory Committee are: (i) to ensure that Chichester Harbour is managed effectively; and (ii) to provide a forum for the exchange of information and ideas; and (iii) to consider issues likely to affect the area adversely and recommend action; and (iv) to make recommendations for new initiatives. The Statutory Advisory Committee is made up of **17 members** from a variety of special interest groups.

| | Members |
|---|---------|
| Chichester District Association of Local Councils • Representing Parish Councils | 1 |
| Chichester Harbour Federation • Representing sailing, boating and marine industries | 4 |
| Commercial Interests | 1 |
| Defra Interests • Environment Agency • Natural England | 2 |
| Naturalists: • Hampshire & Isle of Wight Wildlife Trust • Hampshire Ornithological Society • RSPB • Sussex Wildlife Trust • Sussex Ornithological Society | 1 |
| Professional Boatman's Association | 1 |
| Recreational and Sports Anglers | 1 |
| Residents of the Borough of Havant • Representing Residents Associations | 1 |
| Royal Yachting Association | 1 |
| Sussex Inshore Fisheries and Conservation Authority | 1 |
| Wildfowlers | 1 |
| Other Interests in Chichester Harbour: • Friends of Chichester Harbour • Farming and Landowning Interests | 2 |

Whilst the Statutory Advisory Committee does not have any responsibilities or duties, it must be consulted with on all strategic matters by the Statutory Board as an active Harbour partnership.

Statutory Board

The Statutory Board is the decision-making body and was also established by the Chichester Harbour Conservancy Act of 1971. The Statutory Board is made up of **15 members**.

| | Members |
|-------------------------------------|---------|
| Hampshire County Council | 4 |
| West Sussex County Council | 4 |
| Chichester District Council | 2 |
| Havant Borough Council | 2 |
| Statutory Advisory Committee | 3 |

Members are either appointed to the Statutory Board by the local authority or by the Statutory Advisory Committee. Members must collectively act in the best interests of the Conservancy, Chichester Harbour and the Amenity Area. If any given matter arises that may not be in the best interests of their appointing body, in accordance with the 1971 Act, the best interests of the Conservancy, Chichester Harbour and the Amenity Area must take priority.

Conservancy Team

As of 2019, Chichester Harbour Conservancy employs around **50 people** to help manage the Trust Port and Area of Outstanding Natural Beauty.

| | Employees |
|--|-----------|
| Permanent (full-time) | 19 |
| Permanent (part-time) | 9 |
| Seasonal Patrol Assistants | 8-10 |
| Education Centre Team Teachers (casual) | 7 |
| Solar Heritage Skippers and Crew (casual) | 6 |

The Role of the Harbour Authority

Chichester Harbour Conservancy is the Statutory Harbour Authority. It is one of the largest recreational sailing harbours in the country, comprising 30 square kilometres of water at high-tide, with a resident fleet of 10,500 boats. The Harbour sustains 5,200 moorings and marina berths, and 14 sailing clubs. It is estimated that each year 25,000 people enjoy the Harbour's waters for racing, cruising and fishing.

The management of Chichester Harbour is guided by the duties and powers as described in the Chichester Harbour Conservancy Act of 1971 and by a range of harbour and merchant shipping legislation, detailed in the Conservancy's Safety Plan & Marine Safety Management System.

Complementing these duties and powers and providing a national standard for marine safety in ports and harbours is the Port Marine Safety Code (the 'Code'). The Code was developed to improve safety in the port marine environment and to enable organisations to manage their marine operations to nationally agreed standards. It provides a measure by which organisations can be accountable for discharging their statutory powers and duties to run harbours or facilities safely and effectively. It also provides a standard against which the policies, procedures and performance of organisations can be measured. The Code is designed to reduce the risk of incidents occurring within the port marine environment and to clarify the responsibilities of organisations within its scope.

The Code is primarily intended for the 'duty holder' which will, for most organisations, mean those members of the organisation, both individually and collectively, who are ultimately accountable for marine safety. At Chichester Harbour, the Statutory Board Members are the duty holder.

The Code refers to some of the existing legal duties and powers that affect organisations in relation to marine safety but it does not in itself create any new legal duties. However, although they are not mandatory, there are nevertheless several measures which are key to the successful implementation of the Code.

In order to comply with the Code, Statutory Harbour Authorities must consider the following 10 measures:

- I. **Duty Holder.** Formally identify and designate the duty holder, whose members are individually and collectively accountable for compliance with the Code, and their performance in ensuring safe marine operations in the Harbour and its approaches.
- II. **Designated Person.** An independent 'designated person' is appointed to provide assurance about the operation of the Marine Safety Management System. The designated person must have direct access to the duty holder.
- III. **Legislation.** The duty holder must review and be aware of their existing powers based on local and national legislation, seeking additional powers if required in order to promote safe navigation.
- IV. **Duties and Powers.** Comply with the duties and powers under existing legislation, as appropriate.
- V. **Risk Assessment.** Ensure that marine risks are formally assessed and are eliminated or reduced to the lowest possible level, so far as is reasonably practicable, in accordance with good practice.
- VI. **Marine Safety Management System.** Operate an effective Marine Safety Management System which has been developed after consultation, is based on formal risk assessment and refers to an appropriate approach to incident investigation.
- VII. **Review and Audit.** Monitor, review and audit the risk assessment and Marine Safety Management Plan on a regular basis – the independent designated person has a key role in providing assurance for the duty holder.
- VIII. **Competence.** Use competent people (who are trained, qualified and experienced) in positions of responsibility for managing marine and navigation safety.
- IX. **Plan.** Publish a Safety Plan showing how the standards in the Code will be met and produce a report assessing performance against that Plan at least every three years.
- X. **Aids to Navigation.** Comply with directions from the General Lighthouse Authorities and supply information and returns as required.

www.gov.uk/government/publications/port-marine-safety-code

Countryside and Rights of Way Act of 2000

The Countryside and Rights of Way (CRoW) Act of 2000 required local authorities to publish Statutory Management Plans for all AONBs. Since then, the Conservancy has published a Management Plan on behalf of Hampshire County Council, West Sussex County Council, Chichester District Council and Havant Borough Council every five years. Each Plan fulfils the duty placed upon these local authorities under Part IV of the CRoW Act and provides a framework for the Conservancy and its partners to drive forward integrated and co-ordinated action for the management of this nationally important protected landscape.

As a result of the CRoW Act, the Statutory Advisory Committee and the Statutory Board formally established the Statutory Joint Advisory Committee (JAC) for the AONB. This included taking on responsibility for land outside the Amenity Area, but within the AONB, creating a single coherent Management Plan for the whole landscape.

Every year, Chichester Harbour Conservancy publishes an Annual Review of the delivery of the Management Plan. These reports summarise the activities of the Conservancy and its partners throughout the preceding year. The Annual Reviews help to raise awareness of the value of Chichester Harbour and the work collectively being undertaken.

The CRoW Act also placed a new duty on local authorities and other relevant authorities (for example, Southern Water, Highways England, etc.):

When exercising or performing any function in relation to, or so as to affect, land in the AONB, to have regard to the purpose of conserving and enhancing the natural beauty of the AONB (Section 85).

This means that the Conservancy will always look to the local authority or relevant authority to consult with the JAC on any proposal that affects the AONB.



Local, National and International Designations

A distinctive feature of Chichester Harbour is the range and spatial coverage of local, national and international designations, which is uncommon amongst Areas of Outstanding Natural Beauty and National Parks. These designations collectively demonstrate that Chichester Harbour is very sensitive to changes in landscape and land use, particularly affecting natural resources, habitats and biodiversity. Please also refer to the suite of maps in Section 4.

| | | |
|--|--|---|
| Worldwide Designation | Ramsar Site | Wetlands are among the most diverse and productive ecosystems. Chichester and Langstone Harbours were recognised as a wetland of international importance when they were designated as a Ramsar Site in 1987, under the Ramsar Convention. |
| European Designations | Special Area of Conservation (SAC) | A Special Area of Conservation is a site designated under the Habitats Directive. These sites, together with Special Protection Areas, are called Natura sites and they are internationally important for threatened habitats and species. Solent Maritime SAC was designated in 1994. |
| | Special Protection Area (SPA) | A Special Protection Area is a site designated under the Birds Directive. Chichester and Langstone Harbours SPA was designated in 1979. |
| | Water Framework Directive | This aims for good water quality and covers groundwater, surface water (rivers, canals, lakes, reservoirs, estuaries, other brackish waters, and coastal waters) out to one nautical mile from shore as well as wetlands. The Directive, which came into effect in 2000, gives shellfish harvesting waters and bathing waters special protection. |
| Nationally Important Designations | Area of Outstanding Natural Beauty (AONB) | An Area of Outstanding Natural Beauty is a landscape which is considered so precious that it is protected for the nation. The criteria for designating an AONB include valuable wildlife, habitats, geology and heritage, as well as scenic views. Chichester Harbour was designated as an AONB in 1964. |
| | Bass Nursery Area | A Bass Nursery Area is a place that is recognised as a haven for small school bass. Fishing for bass, or fishing for any fish using sand-eels as bait, by any fishing boat within any part of the Harbour as defined, is prohibited between 30th April and 1st November each year. Chichester Harbour was designated a Bass Nursery Area in 1990. |
| | Site of Special Scientific Interest (SSSI) | Chichester Harbour was designated a Site of Special Scientific Interest in 1970 because it was considered to be of special interest by virtue of its fauna, flora, geological or physiographical / geomorphological features. |
| Locally Important Designations | Conservation Area | Conservation Areas protect special architectural and historical places of interest. There are ten Conservation Areas in and around Chichester Harbour. |
| | Dark Sky Discovery Site | Three Dark Sky Discovery Sites were defined in Chichester Harbour in 2017. They are particularly good sites for stargazing. |
| | Local Nature Reserve | Local Nature Reserves are particularly appropriate for educational, research or public information purposes. There are five Local Nature Reserves in Chichester Harbour. |
| | Local Wildlife Site | Local Wildlife Sites in West Sussex feature important habitats that complement Local Nature Reserves and the Site of Special Scientific Interest. They are the equivalent of a Sites of Importance for Nature Conservation in Hampshire. There are 16 Local Wildlife Sites in Chichester Harbour. |
| | Site of Importance for Nature Conservation (SINC) | Sites of Importance for Nature Conservation in Hampshire feature important habitats that complement Local Nature Reserves and the Site of Special Scientific Interest. They are the equivalent of Local Wildlife Sites in West Sussex. There are 25 SINC in Chichester Harbour. |

Integrated Coastal Zone Management

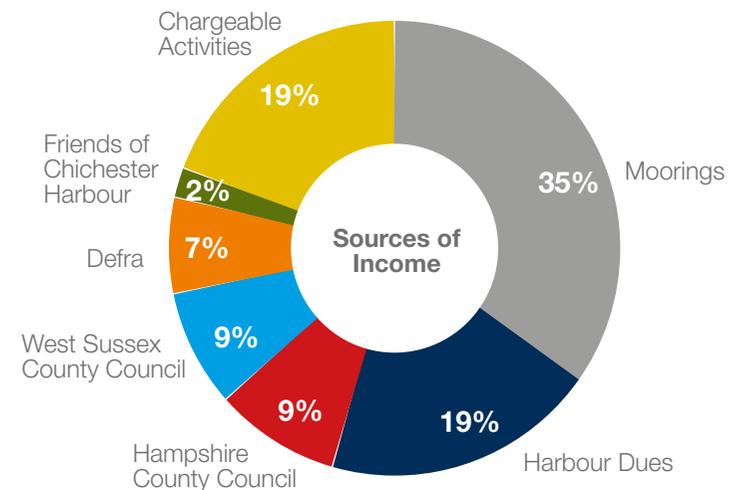
There is a recognised need to work in partnership at Chichester Harbour because there are many different stakeholders with land and water interests and they are all concentrated in and around the estuary landscape.

The complexity of Chichester Harbour, in terms of both its high conservation value and its importance and use as a major recreational boating Harbour led, in the late 1960s, to concerns that there was not an adequate system of management to deal with the potential conflicts. This was recognised by both Harbour users and the local authorities, and following a detailed study of the needs of Chichester Harbour in 1968 (the Chichester Harbour Study), an Act of Parliament was firstly promoted by West Sussex County Council, and soon after supported by Hampshire County Council as well. The Chichester Harbour Conservancy Act of 1971 is available to download from the Conservancy's website.

The Chichester Harbour Conservancy Act of 1971 encouraged a spirit of co-operation amongst its differing stakeholders. Managing the Harbour and the land around it (the Amenity Area) was a key component of the Act. Today, this holistic approach is called **integrated coastal zone management**. Whilst this term was only established in 1992, in the same year a Parliamentary Select Committee cited Chichester Harbour as an exemplar for integrated coastal zone management. This was because the Conservancy had been practising it in all but name since the 1971 Act, and from 1992 onwards other organisations were encouraged to follow suit.

Chichester Harbour Conservancy is principally funded by income from: moorings and Harbour Dues; a precept from Hampshire County Council; a precept from West Sussex County Council; an AONB Grant from the Department for Environment, Food & Rural Affairs (Defra); project funding from the Friends of Chichester Harbour and income derived from chargeable activities. (e.g. harbour charges, boat park income, harbour rents, works licences, legal charges, rural payments, car park income, and investment income). **A chart showing the proportion of income sources that collectively fund the ongoing management of Chichester Harbour is shown on the right (correct as of 2019).** The income is used to deliver the policies and actions in the Management Plan.

It will be the 50th anniversary of the Chichester Harbour Conservancy Act in 2021. To acknowledge this special landmark, during that year the Conservancy will host a **Chichester Harbour Open Forum** event, to reflect on the progress made over the past 50 years and to consider some of the challenges facing the Harbour in years to come.



Local Supporting Organisations

A distinctive characteristic of Chichester Harbour is the combination of the Conservancy, the Federation, the Friends, and the Trust. Each organisation has its own specific role and remit.

Chichester Harbour Federation

Originating with four sailing clubs in 1924, the Chichester Harbour Federation aims to promote sailing and boating in the Harbour, co-ordinate race activities, and to act as a collective voice and forum for the marine community. Around 40 organisations are members of the Federation, representing all the major Harbour users and marine industries. The Federation runs Chichester Harbour Race Week, one of the most popular dinghy regatta weeks, regularly attracting in excess of 300 entries each year. The Federation supported the AONB designation in 1964, and since then, has helped with governance of Chichester Harbour Conservancy. The Federation is a Principal Partner for the delivery of the Management Plan, performing a vital role that connects the sailing and boating community to the work of the Conservancy, and vice-versa.

Friends of Chichester Harbour

Founded in 1987, the Friends of Chichester Harbour is a charity with around 3,000 members. Members enjoy a programme of social activities. Income raised from membership fees is used to fund conservation, amenity and educational projects in partnership with Chichester Harbour Conservancy. In addition, volunteers and Volunteer Rangers support weekly Conservation Work Parties, the Harbour Watch initiative and the guided walks and activities programme. The Friends also help with the governance of Chichester Harbour Conservancy. The Friends of Chichester Harbour are a Principal Partner for the delivery of the Management Plan, by providing funding for projects and through the co-ordination of opportunities to volunteer.

Chichester Harbour Trust

Chichester Harbour Trust was established in 2002 as a response to the rapid growth of development pressure in and around the AONB. Since then, the Trust has acquired over 250 acres of land at 13 sites to help protect, conserve and enhance natural beauty. With ever-growing support from the local communities, the Trust works in partnership with Chichester Harbour Conservancy, local authorities, landowners, and other stakeholders who are interested in safeguarding the landscape for future generations. Chichester Harbour Trust is a Principal Partner for the delivery of the Management Plan, with a commitment to safeguarding the long-term protection of the Harbour and its setting.



Partnership Plans and Strategies

Wherever possible, the Management Plan will aim to help deliver other plans and strategies, whether nationally, across the South East or locally, where there are clear shared priorities.

National

- A Green Future: Our 25 Year Plan to Improve the Environment, Department for Environment, Food & Rural Affairs (Defra)
- Estuary Edges: Ecological Design Advice, Environment Agency
- Guidance Notes for the Reduction of Light Pollution, Institution of Lighting Professionals
- National Planning Policy Framework, Ministry of Housing, Communities and Local Government
- National Planning Policy Guidance, Ministry of Housing, Communities and Local Government
- Port Marine Safety Code, Department for Transport

South East

- Hampshire Minerals and Waste Local Plan, Hampshire County Council
- North Solent Shoreline Management Plan, Eastern Solent Coastal Partnership
- Serving Hampshire, Hampshire County Council
- Solent Diffuse Water Pollution Plan, Natural England / Environment Agency
- Solent Recreation Mitigation Strategy, Bird Aware Solent
- Solent Waders and Brent Goose Strategy, Hampshire & Isle of Wight Wildlife Trust
- South East River Basin Management Plan, Environment Agency
- South Inshore Plan, Marine Management Organisation
- West Sussex Local Flood Risk Management Strategy, West Sussex County Council
- West Sussex Minerals and Waste Local Plan, West Sussex County Council
- West Sussex Plan, West Sussex County Council

Local

- Chichester District Surface Water and Foul Drainage Supplementary Planning Document, Chichester District Council.
- Chichester Harbour AONB Joint Supplementary Planning Document, Havant Borough Council and Chichester District Council
- Chichester Harbour Emergency Plan, Chichester Harbour Conservancy
- Chichester Harbour Landscape Character Assessment, Chichester Harbour Conservancy / Chris Blandford Associates
- Chichester Harbour State of the AONB Report, Chichester Harbour Conservancy / Land Use Consultants (LUC)
- Chichester Local Plan, Chichester District Council
- Havant Local Plan (Core Strategy), Havant Borough Council
- Neighbourhood Plans
- Oil Spill Contingency Plan, Chichester Harbour Conservancy
- Port Marine Safety Code: Safety Plan & Marine Safety Management System, Chichester Harbour Conservancy
- Port Waste Management Plan, Chichester Harbour Conservancy
- Sustainable Shorelines: General Guidance, Chichester Harbour Conservancy / Royal Haskoning DHV
- Thorney Island Integrated Rural Management Plan, Ministry of Defence
- Village Design Statements

Section 2

Chichester Harbour Policies

Guide to how the Policies are structured

The **Policy** is the agreed way in which Chichester Harbour will be managed so as to protect the special qualities and meet the Vision to 2050.



Policy 1 Conserving and Enhancing the Landscape

The distinctive landscape character of the Area of Outstanding Natural Beauty is conserved and enhanced for the benefit of the community.

The accompanying text provides **background information** in support of the policy.



An 'Area of Outstanding Natural Beauty' is a landscape with the highest level of protection in UK law. The Chichester Harbour AONB landscape is characterised by open water, intertidal mud and sand, saltmarshes, shingle beaches, sand dunes, woodlands, meadows and grasslands, ponds and streams, coastal grazing marsh, reed beds, hedgerows, trees, ditches and farmland. Collectively, this is known as the **natural capital** of Chichester Harbour. The natural capital either directly or indirectly brings value to the Harbour and the country by providing us with food, clean air and water, wildlife, recreation and protection from some natural hazards.

The Harbour's coastline is made-up by distinctive inlets and rythes that criss-cross the coastline. It is fringed by wind-swept shingle beaches, hedgerows and trees.

The short list of **Management Challenges** collectively show the reasons why Chichester Harbour needs to be continually managed.



| MANAGEMENT CHALLENGES | PRINCIPAL PARTNERS |
|--|---|
| <ul style="list-style-type: none"> Impacts of climate change and sea level rise will change the landscape in years to come. Incremental urbanisation of the countryside. Loss of farmland hedgerows and trees. Land sold for development rather than bestowed in its natural beauty for the benefit of future generations. Installation of hard shoreline defences reduce naturalness of Harbour. Unauthorised developments that damage the landscape character. | <ul style="list-style-type: none"> Campaign to Protect Rural England (CPRE) Chichester Harbour Conservancy Chichester Harbour Federation Chichester Harbour Partnership Chichester Harbour Trust |

The list of **Principle Partners** are some of the indicative organisations that will help to deliver each policy.



The **list of actions** that are identified in this Management Plan are indicative. This means that as the Plan is realised, additional actions that will also help to deliver the policy, may be implemented.



The **actions Chichester Harbour Conservancy will take** are a combination of statutory obligations and initiatives which are important for the management of the AONB.



Actions to be taken by Chichester Harbour Conservancy:

- 1.1 To prepare and publish a new Chichester Harbour Landscape Character Assessment
- 1.2 To better understand the likely short, medium, and long-term impacts of climate change on the landscape of Chichester Harbour.
- 1.3 To prepare and publish a Climate Change Adaptation Plan for the Harbour
- 1.4 To prepare and publish a report on the natural capital of the Harbour
- 1.5 To identify key viewpoints that visually demonstrate the impact of climate change on the landscape and to commission annual fixed photography from these viewpoints to monitor changes.

The **actions other stakeholders will take** are initiatives that are to be taken forward by partners, with the support of, but not necessarily led by, Chichester Harbour Conservancy.



Actions to be taken by other stakeholders:

- 1.8 To support Chichester Harbour Trust to acquire new sites in the Harbour to provide long-term environmental protection.
- 1.9 To investigate opportunities for new landscape-scale conservation initiatives, including the creation of new wildlife corridors between the Harbour and the South Downs, and along the Chichester Shoreline.
- 1.10 To utilise the planning system to help deliver the policy objectives.
- 1.13 To remove hard shoreline defences where possible, in consultation with relevant stakeholders.

Policy 1 Conserving and Enhancing the Landscape

The distinctive landscape character of Chichester Harbour Area of Outstanding Natural Beauty will continue to be conserved and enhanced for the benefit of current and future generations.

An 'Area of Outstanding Natural Beauty' (AONB) is a landscape with the highest level of protection in UK law. The Chichester Harbour AONB landscape is characterised by open water, intertidal mud and sand, saltmarshes, shingle beaches, sand dunes, woodlands, meadows and grasslands, ponds and streams, coastal grazing marsh, reed beds, hedgerows, trees, ditches and farmland. Collectively, this is known as the **natural capital** of Chichester Harbour. The natural capital either directly or indirectly brings value to people and the country by providing us with food, clean air and water, wildlife, wood, recreation and protection from some natural hazards.

The Harbour's coastline is made-up by distinctive tidal channels, leading to numerous inlets and rythes that criss-cross expanses of saltmarsh and mudflats. The shoreline is fringed by wind-sculpted oaks and scrub, with open agricultural fields bounded by hedgerows. Historic coastal villages are defined by centuries of maritime association, and in the flat landscape, the vertical elements of church spires and old mills are important parts of its character. The low-lying coastal plain landscape is framed against the backdrop of the South Downs.

The dynamic landscape of Chichester Harbour is constantly changing in response to human activities and natural processes. Agriculture has developed; settlements have changed in both their appearance and extent; road traffic has increased and the industries associated with the Harbour have changed. Natural events and storm surges have also had a significant visual impact, for example on the sand dunes of East Head.



MANAGEMENT CHALLENGES

- Changes in landscape due to the impacts of climate change and sea level rise.
- Incremental urbanisation of the countryside, both inside and directly outside the AONB.
- Loss of farmland hedgerows and trees.
- Land sold for development rather than bestowed in its natural beauty for the benefit of future generations.
- Installation of hard shoreline defences reduces the naturalness of the Harbour.
- Unauthorised developments not in keeping with the landscape character.
- Unprotected land between Chichester Harbour and South Downs subject to increasing development pressure.
- Detrimental impact on landscape of over-ground network infrastructure, particularly utility poles.

PRINCIPAL PARTNERS

- Campaign to Protect Rural England (CPRE)
- Chichester Harbour Conservancy
- Chichester Harbour Federation
- Chichester Harbour Trust
- Chichester Ship Canal Trust
- East Head Coastal Issues Advisory Group
- Environment Agency
- Farmers
- Friends of Chichester Harbour
- Individual Residents
- Landowners
- Local Authorities
- National Association of AONBs
- Natural England
- Parish Councils
- Residents Associations
- South Downs National Park Authority
- Universities

Actions to be taken by Chichester Harbour Conservancy:

- 1.1 To prepare and publish a new Chichester Harbour Landscape Character Assessment.
- 1.2 To understand better the likely short, medium, and long-term impacts of climate change on the landscape of Chichester Harbour.
- 1.3 To prepare and publish a Climate Change Adaptation Plan for Chichester Harbour.
- 1.4 To prepare and publish a report on the natural capital of Chichester Harbour.
- 1.5 To identify key viewpoints that visually demonstrate the AONB and thereafter to take annual fixed photography from those viewpoints, to help monitor future landscape changes.
- 1.6 In partnership with the Friends of Chichester Harbour, to deploy Volunteer Rangers (Conservation) to plant trees and lay hedgerows to help enhance the natural landscape.
- 1.7 To prepare and publish an updated State of the AONB Report in 2024.

Actions to be taken by other stakeholders:

- 1.8 To support Chichester Harbour Trust to acquire new sites in the Harbour to provide long-term environmental protection.
- 1.9 To investigate opportunities for new landscape-scale conservation projects, including the creation of new wildlife corridors between Chichester Harbour and the South Downs, and along the Chichester Ship Canal.
- 1.10 To utilise the planning system to help conserve the landscape and its setting, including safeguarding the countryside and countryside gaps surrounding the AONB, for the benefit of future generations.
- 1.11 To protect the historic and iconic views from the AONB towards Chichester Cathedral, to and from Kingley Vale National Nature Reserve, and to and from the South Downs.
- 1.12 To utilise the 'Sustainable Shorelines: General Guidance' document when considering repairing, replacing or strengthening shoreline defences, informing people about the issue of coastal squeeze.
- 1.13 To remove hard shoreline defences where they are no longer needed in consultation with relevant coastal protection authorities.
- 1.14 To proactively plan and rollback coastal footpaths, rather than lose them altogether through the gradual process of erosion.
- 1.15 To support activities that raise awareness of the AONB designation and the value of the landscape.
- 1.16 Wherever feasible in the AONB, to install all new utility cables underground.
- 1.17 To install electric vehicle charging points around Chichester Harbour.



Policy 2 Development Management

All development in Chichester Harbour will continue to conserve and enhance the Area of Outstanding Natural Beauty and be consistent with all other designations. Determinations on applications for planning permission and forms of consent will be consistent with the relevant policies of the relevant adopted Local Plan. Development outside of the Area of Outstanding Natural Beauty, but sufficiently close to the boundary, will not detrimentally impact the character and setting of the protected landscape. Mitigation for recreational disturbance will be sought for all new developments for dwellings within 5.6 kilometres of the Special Protection Area.

Nationally protected landscapes have unique characteristics which make them attractive places to live, work and spend leisure time. This has led to pressure to increase the size of settlements, to infill within Settlement Policy Areas and, increasingly, to the construction of more substantial dwellings. This trend has become a dominant force in changing the landscape. Local Planning Authorities need to ensure that all new developments do not erode the special qualities that make Chichester Harbour an Area of Outstanding Natural Beauty. Increased instances of recreational disturbance in Chichester Harbour, as a result of new developments within 5.6 kilometres of the Special Protection Area, is a serious concern and is further considered in Policy 8, Thriving Wildlife.

The relatively small size of Chichester Harbour has generally precluded any large developments inside the AONB in recent years, although this has resulted in added pressure on the land directly outside the AONB, which affects the character and setting. Urban extensions around Apuldram, Fishbourne, Bosham, Chidham & Hambrook, Southbourne, Emsworth and Hayling Island, could potentially lead to the loss of the distinctive identity of associated smaller settlements, the erosion of rural character and the loss of open views into and out of the AONB.

Local communities have a key role to play in the planning process. Their involvement in the development of Neighbourhood Plans and Village Design Statements is seen as important in identifying local needs and local design and these documents offer useful guidance in the planning process within the AONB. The Itchenor, West Wittering, Bosham, Emsworth, Northney and Tye, and Langstone Village Design Statements have been adopted as Supplementary Planning Documents. Most villages within the AONB also have Neighbourhood Plans, which have considerable weight in the planning process. In 2017 the Joint Chichester Harbour AONB Supplementary Planning Document was adopted by the Local Planning Authorities, which provides design guidance for developments in the AONB.

Chichester Harbour Conservancy is a non-statutory consultee within the planning system. The Conservancy has an established Planning Committee, and employs a Principal Planning Officer, to appraise new planning applications within or directly adjacent to the AONB, and to co-ordinate the Conservancy's response to strategic planning consultations. Recommendations to the respective Local Planning Authority are guided by the Management Plan and the Planning Principles. It is hoped that local communities will also use the Management Plan and Planning Principles as tools to respond to planning applications (see Section 3).



| MANAGEMENT CHALLENGES | PRINCIPAL PARTNERS |
|--|--|
| <ul style="list-style-type: none"> • As a non-statutory consultee, Chichester Harbour Conservancy has limited control over development in the AONB. • The national requirement to build new houses is putting pressure on the environment, particularly in South East England. • There will be an increase in recreational disturbance as a direct consequence of new housing developments within 5.6 kilometres of the Special Protection Area. • New developments put increased pressure on the finite capacity of Waste Water Treatment Works. • Land outside the AONB and close to the boundary does not have the same level of protection, yet new developments in the zone of influence can damage the character and setting of the AONB. • There is a trend for existing large dwellings on the waterfront of the Harbour to be excessively rebuilt with a greater footprint and silhouette. • There are occasional new dwellings built that are out of character in the neighbourhood. • One of the few derelict sites in the AONB is at Burnes Shipyard (Bosham), and there is one long-term building site on the fringe of the AONB, at Yacht Haven (Hayling Island). • The number of greenhouses in and around the AONB contribute towards the high levels of light pollution at night. • Major developments inside the AONB, or sufficiently close to the boundary of the AONB, could have a significant detrimental impact on the protected landscape. • Breaches of planning law have resulted in ongoing enforcement cases, which can damage the landscape of the AONB. • The shortage of affordable housing in Chichester Harbour. | <ul style="list-style-type: none"> • Bird Aware Solent • British Marine • Campaign to Protect Rural England (CPRE) • Chichester Harbour Conservancy • Chichester Harbour Federation • Chichester Harbour Trust • Environment Agency • Historic England • Individual Residents • Local Authorities • Marine Management Organisation (MMO) • Natural England • Parish Councils • Residents Associations • South Downs National Park Authority • Southern Water |

Actions to be taken by Chichester Harbour Conservancy:

- 2.1 To appraise and respond to all planning applications in and directly around the AONB.
- 2.2 To offer a pre-application advice service.
- 2.3 To respond to national and local planning consultations.
- 2.4 To participate in all hearings, public inquiries and examinations in public that affect Chichester Harbour.

Actions to be taken by other stakeholders:

- 2.5 To utilise the planning system to conserve and enhance the AONB (Local Planning Authorities).
- 2.6 To offer a pre-application advice service (Local Planning Authorities, Natural England, etc.).
- 2.7 To take enforcement action where there are breaches of planning law (Local Planning Authorities).
- 2.8 To take enforcement action where there are breaches of statutory consents / permits (Environment Agency, Historic England, etc.).
- 2.9 To work to alleviate traffic congestion around Chichester Harbour.
- 2.10 To utilise the Management Plan to inform local responses to planning applications (parish councils, residents associations, etc.).



Policy 3 Diversity of Habitats

The richness of the Harbour's natural habitats will continue to be conserved, restored and enhanced so wildlife can thrive and ecological systems remain healthy and valued. Aside from natural processes, there will be no net area loss of habitats in Chichester Harbour. With regards to any relevant new developments, the statutory obligation for biodiversity net gains will be implemented.

The unique mixture of habitats in Chichester Harbour make it an important local, national, and international resource for nature conservation. The coastal plain encompasses a diverse suite of marine, intertidal and lowland habitats.

The **saltwater and freshwater habitats** of the Harbour are a priority for nature conservation. They have highly dynamic features, being heavily influenced by erosion, sedimentation and water flows. They are strongly influenced by topography, the chemical composition of the water, and the soils and land-use found in the surrounding catchment. They provide a wide range of specialized micro-habitats, and support many types of aquatic plants and animals. The adjacent **mudflats** are sedimentary intertidal habitats consisting of silts and clays with a high organic content. Mudflats are highly productive areas which, together with other intertidal habitats, support large numbers of predatory birds and fish. They provide feeding and resting areas for internationally important populations of migrant and wintering waterfowl, and are also valuable nursery areas for fish.

Chichester Harbour has one of the largest areas of **saltmarsh** in the UK. It is found on the upper part of the mud, which the water reaches only when the tide is high. It is covered in plants that can cope with salt and with regularly being underwater. Saltmarshes start life as mudflats and through a process called 'succession' the habitat naturally changes.



Each saltmarsh provides tidal nursery areas for fish, food for waders and wildfowl and nesting sites for waders and seabirds. Many of the plants growing on saltmarsh are not found anywhere else, making it an internationally important habitat.

The shoreline of Chichester Harbour includes **shingle beaches** leading up to the **strandline**, the area at the top of the beach where the high tide deposits material from the sea. This is made-up from natural debris, mainly seaweeds, and other flotsam and jetsam caught by tidal currents and washed-up onto the shore. The strandline supports a whole variety of creatures, especially invertebrates. These small animals provide an important source of food for larger birds and mammals. The strandline can help with the development of sand dunes. **Sand dunes** are another very fragile, but important, coastal habitat. Several birds like to nest in the dunes, including skylarks, meadow pipets and stonechats, with ringed plovers and oystercatchers nearby. The dunes are also home to a selection of invertebrates.

The **reed beds** at Chichester Marina, Fishbourne Meadows, Emsworth and Thorney Island can grow over two metres high and are very important for bird life and mammals, such as the iconic water vole. Water trickling through reed beds is cleaned by microorganisms living on the root system. This natural process helps with water purification by breaking down the pollutants in the water.

The **pastures** of Fishbourne Meadows are an important habitat, managed through grazing. The area has never been ploughed so it has a wide range of plant and insect species. Freshwater streams flow through the meadow keeping the area moist. In places, it is bordered by areas of woodland. Although there is limited cover of **grassland** in Chichester Harbour, one place it is found is at West Chidham where there are long term plans to enable the creation of new saltmarsh habitat. Chichester Harbour has been farmed for hundreds of years for the production of crops and to raise livestock. During this time, wildlife has moved into the **farmed landscape** to make the most of the riches it offers, from flower-filled field margins to bushy hedgerows, reed-lined ponds to seed-filled stubbles. The network of **ditches**, used for drainage purposes, provide essential wildlife corridors between habitats.

Woodlands are the most diverse of all the habitats found in Chichester Harbour. One single oak tree can support 350 different species of insect and have over 30 different lichen species on its bark (Forestry Commission, 2009). Wildlife also seeks food and shelter in the crevices of the bark, the canopy of fresh leaves, the hollow trunks of old trees, leaf litter and branches of dead wood and rotting wood on the woodland floor. Furthermore, woodlands remove harmful pollution and carbon dioxide from the atmosphere. The two largest woodlands in Chichester Harbour, at Old Park Wood and Tournery, are both private estates. Other small copses found around the Harbour are collectively important to the natural landscape.

The Volunteer Rangers (Conservation) service was established by Chichester Harbour Conservancy and the Friends of Chichester Harbour in 2014. Since then, they have helped with coppicing, scrub and bramble clearance, weeding, tree planting and the creation of new ponds. They have also installed new fences, benches, signage, interpretation panels and other countryside infrastructure, as well as laying or resurfacing footpaths and occasionally, in support of the other Volunteer Rangers (Harbour Watch), litter picking. Finally, they have helped to maintain bird hides, repair shoreline defences, and regularly assist with community events.

Chichester Harbour Conservancy and the Friends of Chichester Harbour help to manage the following sites, all of which are in the stewardship of Chichester Harbour Trust: Ellanore Spit (West Wittering), Fishbourne Meadows (Fishbourne), The Dell and Maybush Copse (Chidham), and Eames Farm (Thorney Island).



MANAGEMENT CHALLENGES

- Saltwater and freshwater habitats are negatively affected by high levels of water pollution. This stimulates the growth of macro-algal weed on the mudflats, due to the high nitrate levels.
- Saltmarsh habitat can be lost by the installation of hard sea defences which prevents the natural process of succession. This is called coastal squeeze.
- Flotsam and jetsam in the strandline is accumulated litter, which is often unsightly and can be dangerous to humans and wildlife.
- The sand dunes at East Head are subject to change both through natural processes and erosion, with the latter caused by trampling in restricted areas.
- The reed beds require constant management otherwise they will naturally turn into woodland.
- The loss of hedgerows and wildflower meadows as land has been repurposed.
- The future of European designations (SAC, SPA, Water Framework Directive) is going through an uncertain period, which may impact on conservation measures.
- Woodlands require sound management otherwise the diversity of species will decrease through loss of sunlight.
- The threat of diseases to plants and trees, most notably Chalara dieback of ash (*Hymenoscyphus fraxineus*) first reported in the UK in 2012.

PRINCIPAL PARTNERS

- Arun & Rother Rivers Trust
- Arun & Western Streams Catchment Partnership
- Associated British Ports
- British Trust for Ornithology
- Chichester Harbour Conservancy
- Chichester Harbour Trust
- Chichester Water Quality Group
- Eastern Solent Coastal Partnership
- Environment Agency
- Farmers
- Friends of Chichester Harbour
- Hampshire Ornithological Society
- Individual Residents
- Landowners
- Local Authorities
- National Trust
- Natural England
- Parish Councils
- Residents Associations
- The RSPB
- Solent Forum
- Sussex Marine & Coastal Forum
- Sussex Ornithological Society
- Thorney Island Conservation Group
- Universities
- Wildfowlers
- The Wildlife Trusts
- The Woodland Trust

Chichester Harbour Conservancy owns or has a management agreement at these sites: Birdham Reserve (Birdham), Salterns Copse and Beaky's Wildlife Area (Apuldram), Stakes Island (Chidham), Nutbourne Marshes (Southbourne), Thornham Point (Thorney Island), North Common (North East Hayling Island), and Earnley Triangle (Hayling Island).

Other sites that Chichester Harbour Conservancy and the Friends of Chichester Harbour help others to look after include: Chalkdock Marsh (West Itchenor), Pilsey Island, Gutner Point and Sandy Point (Hayling Island).

Actions to be taken by Chichester Harbour Conservancy:

- 3.1 In partnership with the Friends of Chichester Harbour, to deploy Volunteer Rangers (Conservation) to help with practical management tasks in the AONB.
- 3.2 To prepare and publish new 10-year management plans for all sites managed by Chichester Harbour Conservancy and/or Chichester Harbour Trust.
- 3.3 To improve the value of the AONB for the conservation of wildlife.
- 3.4 To continue to restrict public access to some particularly sensitive habitats.
- 3.5 To provide advice to landowners and homeowners about managing land and gardens for conservation.
- 3.6 To assess the conservation value of the large ponds in the AONB and thereafter to seek actions to improve biodiversity.

Actions to be taken by other stakeholders:

- 3.7 To identify sites in the AONB, and those which connect to the AONB, that can be improved for their biodiversity value.
- 3.8 To monitor the condition of the Site of Special Scientific Interest, the Special Area of Conservation, the Special Protection Area and the Ramsar Site.
- 3.9 To investigate opportunities for new managed realignment projects, to help create new saltmarsh.
- 3.10 To work with partners to identify and manage instances of tree disease.





Policy 4 Safety on the Water

Chichester Harbour Conservancy will undertake and regulate marine operations in a way that safeguards the Harbour, its users, the public and the environment, by implementing and demonstrating compliance with the Port Marine Safety Code.

Chichester Harbour is a vibrant centre for recreational boating. It encloses extensive areas of sheltered water at high-tide, making it an ideal location for small boat sailing. It is widely known for the high quality dinghy racing undertaken by most of the Harbour's 14 sailing clubs. The Harbour is also popular with larger cruising vessels that take advantage of easy access to the Solent and Channel ports and picturesque deep-water anchorages. The Harbour provides 2,000 marina berths and 3,200 swinging moorings to accommodate these vessels. The complement of Harbour vessels also includes a small commercial fishing fleet, charter anglers, visiting workboats and dredgers, and an array of other small craft including, kayaks, personal watercraft, and stand-up paddleboards. 10,500 craft in all and in fine weather swimmers join this mix.

The Conservancy is responsible for maintaining a marine environment that is safe for all Harbour users. This is principally achieved by managing safety in Chichester Harbour in accordance with the **Port Marine Safety Code** (the 'Code'). The Code establishes a national standard for port marine safety and a measure by which Statutory Harbour Authorities can be held accountable for their legal powers and duties to run their harbours safely.

The Conservancy has a wide range of duties and powers under its 1971 Act. Other harbour legislation is in place to manage safety, including the powers to make byelaws and Harbour Directions.

MANAGEMENT CHALLENGES

- Danger to navigation caused by congestion and overcrowding on the water, particularly at weekends.
- Conflicts between different types of Harbour user which may also impact on safety of navigation, for example racing versus cruising, moorings versus navigation and the operation of fishing vessels.
- Need to balance aspirations for growth by maritime businesses with the Statutory Harbour Authority's responsibility for safety of navigation, and the statutory requirements of the nationally and internationally important environmental designations.
- Management of personal watercraft.
- New and developing classes of craft: foiling, asymmetrics, kite surfing, kayaks, stand-up paddleboards, gig rowing and marine autonomous surface ships.
- Disruptions on quays and jetties during hot weather, including overcrowding and tombstoning (jumping into the water with a straight vertical posture).

PRINCIPAL PARTNERS

- British Ports Association
- Chichester Harbour Conservancy
- Chichester Harbour Federation
- Langstone Harbour Board
- Maritime and Coastguard Agency (MCA)
- Professional Boatman's Association
- Recreational and Sports Anglers
- Royal National Lifeboat Institution (RNLI)
- Royal Yachting Association (RYA)
- Solent & Southern Harbour Masters Association
- Sussex IFCA
- Sussex Police and Hampshire Constabulary
- UK Harbour Masters' Association

Actions to be taken by Chichester Harbour Conservancy:

- 4.1 To nominate Statutory Board Members to act as the 'Duty Holder' responsible for setting a standard for the safe management of the Harbour in accordance with the Code.
- 4.2 To nominate a suitably qualified 'Designated Person' responsible for providing independent assurance to the 'Duty Holder' that the Marine Safety Management System is working.
- 4.3 To review annually existing powers derived from local and national legislation, seeking additional powers if required in order to promote safe navigation.
- 4.4 To review and confirm compliance with duties and powers.
- 4.5 To complete and maintain risk assessments on all Harbour operations and implement control measures.
- 4.6 To operate an effective Marine Safety Management System, developed after consultation, based on risk assessment, and detailing the approach to incident investigation.
- 4.7 To monitor, review and seek Designated Person audit of the Marine Safety Management System annually.
- 4.8 To recruit competent staff, trained to industry standards with ongoing performance management.
- 4.9 To prepare and publish an annual Safety Plan.
- 4.10 To achieve full compliance with General Lighthouse Authority requirements.
- 4.11 To maintain staff job descriptions, allocating responsibility for the delivery of the Code.
- 4.12 To maintain Harbour Office Standing Instructions for safe delivery of the Conservancy's work programme.
- 4.13 To maintain a log of incidents and accidents on the Harbour and maintain a regime to review hazards and control measures.
- 4.14 To maintain Health & Safety at Work orders for the safe conduct of all activities performed by Conservancy employees.
- 4.15 To maintain a Patrol presence based on risk analysis.
- 4.16 To update Admiralty Chart 3418 – Langstone and Chichester Harbours by informing UK Hydrographic Office of all known changes to the hydrography of the Harbour and aids to navigation.

- 4.17 To maintain a fit-for-purpose fleet of vessels.
- 4.18 To issue seasonal Weekend Navigation Bulletins highlighting pinch points.
- 4.19 To publicise the Conservancy's Harmony leaflet and reinforce messages in other publications, talks and communications with yachtsmen.
- 4.20 To assess impacts of developments on safe navigation through the Planning Principles and Works Licences.
- 4.21 To take advantage of technological advancements to improve the Marine Safety Management System.
- 4.22 To prepare and publish a Vessel Movement Survey.

Actions to be taken by other stakeholders:

- 4.23 To prepare and publish risk control measures (Chichester Harbour Federation):
 - Code of Conduct for Racing
 - Risk Assessments for Racing and Events
 - De-confliction of racing programmes



Policy 5 Facilitating Navigation

Chichester Harbour Conservancy will continue to conserve the Harbour and discharge its open port duty. Users will be provided with adequate information about conditions in the Harbour.



Chichester Harbour is a dynamic environment shaped by the action of wind, wave and tide. Those processes continue; the vast shingle and sand banks of the Winner and Pilsey are always in a state of flux and beach levels can change significantly in short order. Ebb tides reaching 6.4 knots in the entrance ensure a steady supply of material to Chichester Bar, which requires regular monitoring and dredging to optimise safety and access to the Harbour.

A large tidal range, revealing significant areas of mudland at low-water, requires a significant focus on aids to navigation necessitating 35 main lights, 39 day marks and over 200 withies, to mark the 27 kilometres of navigable channels.

10,500 vessels require a comprehensive mix of facilities to support their activities and these are met through a combination of marinas, boatyards and mooring providers. Additionally Chichester Harbour Conservancy provides **infrastructure and services** that supports sailing opportunities for all sections of the marine community, and seeks to ensure that they blend sympathetically with landscape and are used in harmony with the wide variety of habitats. The Conservancy maintains jetties at Itchenor and Emsworth, a historic quay at Dell Quay, and a range of pontoons and launching hards around the Harbour.

The Conservancy will seek to provide mooring facilities and support services that are relevant in a tight and changing market.

MANAGEMENT CHALLENGES

- In a Harbour with dynamic sediment movement patterns, balancing the need to conduct works and dredging, in order to maintain safe navigation and recreational use, with the conflicting requirements of the international and national nature conservation designations.
- End of serviceable life for large numbers of glass reinforced plastic (fibreglass) vessels. No sustainable form of disposal and abandonment of vessels.
- Changing requirements of yachtsmen.
- Difficulty of enhancing facilities in a highly designated environment.

PRINCIPAL PARTNERS

- Associated British Ports
- British Ports Association
- Burhill Golf and Leisure Limited
- Chichester Harbour Conservancy
- Chichester Harbour Federation
- Chimet Support Group
- Langstone Harbour Board
- Marine Management Organisation (MMO)
- Maritime and Coastguard Agency (MCA)
- Recreational and Sports Anglers
- Royal National Lifeboat Institution (RNLI)
- Royal Yachting Association (RYA)
- UK Harbour Masters' Association

Actions to be taken by Chichester Harbour Conservancy:

- 5.1 To ensure the Harbour has a modern and well-maintained system of navigation aids based on risk assessment and complying with The International Association of Marine Aids to Navigation and Lighthouse Authorities system of buoyage (Region A).
- 5.2 To maintain channel marker posts and buoys.
- 5.3 To undertake regular bathymetric surveys of key areas such as Chichester Bar and Sandhead.
- 5.4 To seek to maintain a Charted depth of 1.5m below Chart Datum on Chichester Bar.
- 5.5 To regulate works and dredging below mean high water springs by Works Licences to maintain safety of navigation, the environment and landscape of the Harbour.
- 5.6 To support and sponsor, where appropriate, proposals for sustainable dredging in the Harbour to maintain safety of navigation and amenity value of the Harbour, in accordance with the Habitats Regulations and Water Framework Directive.
- 5.7 To maintain the Maintenance Dredging Baseline document.
- 5.8 Unless in exceptional circumstances, to refuse Works Licences for all new developments that may lead to an increase in the number of vessels accessing the water, e.g. new launching sites, stacking facilities or developments that would detrimentally impact on the environment.
- 5.9 To maintain Conservancy owned hards, pontoons and jetties in a safe and workable condition.
- 5.10 To regulate and set conditions for the number, location, size and standard for moorings in the Harbour in order to maintain safe navigation.
- 5.11 To maintain the moratorium on new moorings.
- 5.12 To discourage the increase in marina berths unless compensated for by wasting existing moorings.
- 5.13 To claw back deep-water mooring sites in key positions, when the licensee seeks to transfer or surrender them, and to exercise this policy with a presumption in favour of the Conservancy.
- 5.14 To regulate all moorings in the Harbour and to maintain a fleet of suitable vessels to fulfil Conservancy, moorings and control of navigation roles.
- 5.15 To provide facilities for yachtsmen which do not contribute to congestion and are sympathetic to the environment of the Harbour.
- 5.16 To promote sustainable boating through the development of facilities that reduce pollution of the marine environment.
- 5.17 To provide Harbour users with information on weather conditions and forecasts.
- 5.18 To investigate whether swinging moorings or pontoons represent the most environmentally and economically sustainable solution to mooring vessels in the Harbour.
- 5.19 To investigate alternative facilities to scrubbing piles to minimise any impacts to water quality.
- 5.20 To undertake a review of all boat facilities and future requirements, including moorings, pontoons and jetties.
- 5.21 To allocate designated anchorage areas and monitor their safe use.
- 5.22 To produce a strategy for end of life vessels and investigate upcycling/recycling options.
- 5.23 To undertake a review of required future facilities for stand-up paddleboards, kayaks, dinghies and their associated equipment, especially storage and launch sites.

Actions to be taken by other stakeholders:

- 5.24 To maintain all private aids to navigation, e.g. jetty lights, as a statutory requirement.



Policy 6 Water Quality

The water of Chichester Harbour will be appropriate to the high conservation value and recreational use of the Area of Outstanding Natural Beauty. Work will continue to manage sources of water pollution. Waste reception facilities will continue to be provided and oil spill response preparedness will be maintained. Research into pollution, including microplastics, will be undertaken.

Good water quality is fundamental for the overall health of Chichester Harbour. Water quality sustains ecological processes that support native fish and invertebrate populations, vegetation, wetlands and birdlife. In addition, many people rely on good water quality for recreational use. Water quality can be reduced by **nutrient enrichment, excessive levels of bacteria**, and **toxic substances** such as heavy metals. In terms of the Harbour's designations, one of the most significant detrimental impacts is from excessive nutrients causing the Harbour to be eutrophic. This causes excessive growth of macroalgal weed, which smothers intertidal habitats, preventing birds from feeding and in the worst cases excluding oxygen so that the mud can no longer support the invertebrates that many species rely on. Macroalgal weed also blocks the cooling water intakes on vessels, slows sailing dinghies, and accumulates on the strandline.

The Harbour receives inputs of nitrates from several sources, including from the wider Solent and agricultural run-off. This **diffuse pollution** is tackled through a number of initiatives including the Solent Diffuse Water Pollution Plan, Catchment Sensitive Farming, and the Downs and Harbours Clean Water Partnership. Three Waste Water Treatment Works and eight combined outflows discharge into the Harbour. Heavy rain and high groundwater conditions put pressure on Waste Water Treatment Works. In these conditions, the nutrients in sewage have limited treatment before being discharged into Chichester Harbour.



The bacterial quality of the water is assessed monthly. Samples of oysters are collected from sites around the Harbour and they are tested to confirm they are within the parameters for harvesting and to determine the level of water treatment required. While there has been a gradual improvement over recent years the Harbour is still subject to regular failures and prohibitions from catching and selling shellfish from affected areas. There is no statutory standard for recreational waters and Chichester Harbour is not designated as a Bathing Water. However, discharges into the Harbour may have environmental health implications for sailors, and Chichester Harbour Conservancy, in partnership with Chichester District Council, undertakes a monitoring programme at 11 sites. The results are presented to the public, measured against the European Bathing Water Directive to allow the level of risk to be assessed. The addition of ultraviolet (UV) treatment to the storm discharge at Chichester Waste Water Treatment Works since 2013 has seen a marked improvement in these results.

The Water Framework Directive aims to protect and improve the chemical and ecological quality of rivers, estuaries, coastal waters and groundwaters. Every water body will be required to reach Good Chemical Status and Good Ecological Status. Chichester Harbour, however, is designated as a Heavily Modified Water Body and some of the parameters identified to reach Good Ecological Status are affected by the physically modified nature of the Harbour, or its use, and as such Good Ecological Potential is the required status. This does not relate to nutrient levels or good chemical status, which are not affected by the physical modifications, or its navigational use. The current Water Framework Directive overall water body classification for Chichester Harbour is Moderate Status (as of 2019), with an objective to achieve Good Potential by 2027. Chichester Harbour has Moderate Ecological Status and Moderate Status for physico-chemical quality elements (as of 2019), with objectives to achieve Good Status for both by 2027.

The Chichester Harbour Site of Special Scientific Interest is currently classified by Natural England, as of 2019, as being mostly in Unfavourable Recovering condition (82% of the SSSI). There is a threat to the recovery of the majority of the Harbour due to the potential water quality changes from housing growth and the uncertainty around efficacy of executing measures to tackle diffuse pollution.

Chichester Harbour Conservancy maintains an Oil Pollution Preparedness Plan, and a Ports Waste Management Plan on behalf of all the Harbour's marine waste producers, which conforms to the requirements of Marpol Convention Annex V. A free pump-out facility is provided at Itchenor for vessels needing to empty holding tanks.

MANAGEMENT CHALLENGES

- New developments put pressure on Waste Water Treatment Works.
- Storm water discharges from Water Waste Treatment Works and related sewer overflows, consisting of sewage effluent mixed with rain water, can occur following periods of prolonged or heavy rain and when the level of groundwater is high.
- When there is insufficient headroom for development, developers may resort to package treatment plants, which may have similar environmental implications.
- The maintenance of septic tanks and cesspits.
- Farming operations, including fertilizers and animal manure, which are both rich in nitrogen and phosphorus, are one of the primary sources of nutrient pollution.
- Discharges from recreational boats and run-off from antifouling paint are minor sources of water pollution.
- The dumping of green waste (e.g. grass cuttings) in the Harbour or on the harbourside is a minor source of water pollution.

PRINCIPAL PARTNERS

- Arun & Rother Rivers Trust
- Arun & Western Streams Catchment Partnership
- British Marine
- Chichester Harbour Conservancy
- Chichester Harbour Federation
- Chichester Water Quality Group
- Downs & Harbours Clean Water Partnership
- Eastern Solent Coastal Partnership
- Environment Agency
- Farmers
- Individual Residents
- Landowners
- Local Authorities
- Marine Conservation Society
- Maritime and Coastguard Agency (MCA)
- Natural England
- Parish Councils
- Residents Associations
- Royal Yachting Association (RYA)
- Solent Forum
- Southern Water
- Sussex Marine & Coastal Forum
- Universities



Actions to be taken by Chichester Harbour Conservancy:

- 6.1 To maintain and exercise an Oil Spill Contingency Plan.
- 6.2 To maintain a Harbour Port Waste Management Plan and look for ways to increase recycling.
- 6.3 To maintain and exercise a Marine and Coastguard Agency compliant Oil Pollution Response Plan, a Tier 1 response capability and a contract with an approved contractor for a Tier 2 response to an oil spill in the Harbour.
- 6.4 To support and promote The Green Blue, the Royal Yachting Association and British Marine's initiative, to encourage environmental best practice.
- 6.5 To continue to provide a pump out station in the Harbour.
- 6.6 To investigate the scale and impacts of microplastics and microfibres on water quality and introduce measures to minimise their circulation.

Actions to be taken by other stakeholders:

- 6.7 To work with the Chichester Water Quality Group to help maintain and improve water quality discharged from the Waste Water Treatment Works
- 6.8 To improve the bacterial quality of storm discharges by the UV treatment at Chichester Waste Water Treatment Works.
- 6.9 To ensure all new housing developments have suitable sewage provision, resisting any new planning applications for private sewage outlets that discharge into Chichester Harbour.
- 6.10 To use evidence to influence decision making and investment in protecting and enhancing important habitats and species, and water quality improvements (e.g. Shellfish Valuation Study, 2018; Natural Capital (Water Quality) of the Solent Study, 2018/19).
- 6.11 To continue to monitor water quality levels at strategic locations around the Harbour.
- 6.12 To address any water misconnections.
- 6.13 To engage with Catchment Sensitive Farming initiatives.
- 6.14 To continue to monitor macroalgal weed coverage mapping (Environment Agency).
- 6.15 To work with universities and other partners to understand the efficacy of sustainable commercial seaweed harvesting, a short-term solution to remove algae mats impacting mudflats and saltmarsh.
- 6.16 To work with marinas, sailing clubs and boat yards to manage antifouling on boats.
- 6.17 To raise local awareness not to dispose of green waste either directly in the Harbour, nor to leave it to decompose in a harbourside location.

Policy 7 Catchment Sensitive Farming

The farms and water catchments surrounding Chichester Harbour are the dominant landform of the Area of Outstanding Natural Beauty. They will continue to be sustainably managed to protect the nationally important landscape designation and promote biodiversity

Some of the richest agricultural land anywhere in the country can be found in the lowlands around Chichester Harbour. It is widely recognised that farmers and the type of farming practiced can either have a direct positive impact (e.g. organic, sustainable land management), or direct negative impact (e.g. use of chemicals, like fertilisers, herbicides and pesticides), on biodiversity and the overall wellbeing of the landscape. Traditionally agriculture has been the single most important practice shaping the land of Chichester Harbour. Farming and land use has evolved over the centuries in response to consumer demands and market forces and continues to do so today. The number and size of land holdings has changed, along with field sizes and cropping patterns. These factors directly affect the landscape character of the AONB.



Catchment Sensitive Farming is a partnership approach designed to help farmers and a range of other partners to improve water and air quality in High Priority Areas, by offering free training, advice and support for grant applications. The land surrounding Chichester Harbour, extending up to the South Downs, is a High Priority Area. The first aim of Catchment Sensitive Farming is to save farms money by introducing careful nutrient and pesticide planning, thereby reducing soil loss and helping farmers to meet their statutory obligations such as in **Nitrate Vulnerable Zones**. The land surrounding Chichester Harbour, extending up to the South Downs, is a Nitrate Vulnerable Zone. The second aim is to deliver environmental benefits such as reducing water pollution, cleaner drinking water, safer bathing water, healthier fisheries, thriving wildlife and lower flood risk for the whole community.

However, farming faces increasing challenges from an uncertain future, in terms of risks to the long established programme of subsidies. The way farming responds to these financial pressures will inevitably impact upon the landscape and wildlife. With a lack of clarity around the future of government policy, as of 2019, the risk is that some conservation programmes may come to an end. Longer term, climate change will also have an impact on agriculture, affecting average temperatures, with heat waves, inclement weather, higher levels of rainfall and the advent of new pests and diseases. Both political pressures and the advent of climate change are high concerns to farmers and may have a significant impact on the AONB.

Meanwhile, local farmers have also been implementing opportunities to diversify the farm business by developing new products (e.g. dairy ice cream) and by converting farm buildings (e.g. for tearooms or self-catering accommodation). Increasingly, there has been a move towards promoting local produce for sale in local shops and farmers' markets. Initiatives like 'Three Harbours Beef', which markets beef that has been raised on local grazing marshes, continue to be supported. Organic smallholdings are increasingly popular as society takes a greater interest in the provenance of food.



| MANAGEMENT CHALLENGES | PRINCIPAL PARTNERS |
|--|--|
| <ul style="list-style-type: none"> • Threat of nitrates from fertilisers, herbicides and pesticides (diffuse pollution) impacting upon the water quality of the Harbour. • Farmers face an uncertain future as government policy continues to evolve. There is some concern that land will be squeezed for productivity, if there is a delay between existing conservation programmes and the commencement of new schemes. • Market forces and the challenging economic climate make it harder for farmers to manage land in a less intensive or organic way. • Advent of climate change will impact on traditional farming practices. • The reduction of livestock farming and traditional farming practices has affected the landscape character. • The need to capture and build on the public interest in food and farming to promote a deeper understanding of how they influence and support biodiversity and the landscape of the AONB. | <ul style="list-style-type: none"> • Arun & Rother Rivers Trust • Arun & Western Streams Catchment Partnership • Chichester Harbour Conservancy • Chichester Harbour Trust • Downs and Harbours Clean Water Partnership • Environment Agency • Farmers • Farming & Wildlife Advisory Group (FWAG) South East • Individual Residents • Landowners • Local Authorities • National Farmers Union (NFU) • Natural England • Universities |

Actions to be taken by Chichester Harbour Conservancy:

- 7.1 To provide advice to farmers and land managers on management techniques that enhance the nature conservation and landscape value of farms within the AONB.
- 7.2 To seek permissive access and educational opportunities within the farmed landscape of the AONB.
- 7.3 To hold Countryside Open Farm Days to raise awareness of the importance of farming in the AONB.
- 7.4 To publicise examples of best practice farming and land management in the AONB, and where relevant, in partnership with Chichester Harbour Trust.
- 7.5 To investigate opportunities to diversify the use of Eames Farm, Thorney Island, complementing the range of environmental designations.

Actions to be taken by other stakeholders:

- 7.6 To identify and promote new opportunities for agri-environment schemes.
- 7.7 To promote Catchment Sensitive Farming and initiatives which reduce the nutrient input into the Harbour.
- 7.8 To support initiatives which promote local marketing, processing and distribution of high quality distinctive local food demonstrating good environmental credentials.

Policy 8 Thriving Wildlife

The abundant wildlife and plants of Chichester Harbour will continue to be cherished, respected, allowed space to flourish, and will live in harmony with humans. Ongoing species research will continue to help inform management decisions.

Chichester Harbour is a birdwatcher's paradise because it is **internationally important for its birdlife**. The Special Protection Area, which was designated to protect the birdlife, was awarded in recognition of 15 species of non-breeding waders and waterfowl, three species of breeding tern and for its overall water bird assemblage. Peak counts of water birds in mid-winter regularly exceed 48,000, with **dark-bellied brent geese** and **dunlin** the two most abundant species. The Conservancy works closely with Bird Aware Solent to help manage levels of recreational disturbance in the Special Protection Area.

Recreational disturbance is the term used to describe the actions of humans directly causing wildlife to move, take flight or 'flush' for fear of predation. One of the most pertinent forms of disturbance comes from dogs that may instinctively charge towards birds as they are resting or feeding. Research undertaken by Bird Aware Solent found that on average 1 in 4 households have a dog in South East England, which results in a lot of dog walking



around Chichester Harbour, and potentially frequent disruptions to the wildlife as more houses are built. Threatened and endangered species are considered to be particularly vulnerable to this form of disturbance and specifically, during the overwintering period. To help address this, all new developments within 5.6 kilometres of the Special Protection Area are required to pay a levy to be used to raise awareness of recreational disturbance and thereby help to mitigate the problem. Aside from the overwintering birds, Chichester Harbour is also important for passage migrants such as **osprey**, which stop off to feed and rest on their way to and from their breeding grounds in northern England and Scotland.

Chichester and Langstone Harbours have **the largest colony of harbour seals and grey seals in the Solent**, with annual counts revealing that numbers are gradually increasing. Recent counts have shown there are around 40 harbour (common) seals and 10 grey seals in late summer. Previous monitoring of the movement of seals (Solent Seal Tagging Project, 2010) proved that they were foraging throughout the Solent and along the Sussex coast.

The Sussex Inshore Fisheries and Conservation Authority (IFCA) has carried out biennial small fish surveys in Chichester Harbour since 2010, in collaboration with Chichester Harbour Conservancy. So far, 48 species have been recorded, with **herring, common gobies, sand smelt, golden grey mullet, black bream and bass** forming the bulk of the samples. These surveys illustrate the importance of the Harbour as a designated Bass Nursery. Other sub-tidal species include **peacock worm** and **squat lobster**.

Historically, Chichester Harbour has also supported a large **oyster** fishery. It is open for a short period each autumn to licensed vessels and is regulated by Sussex IFCA.

The ditches, streams and ponds within Chichester Harbour also support populations of **water voles** which require sensitively managed waterside vegetation, and well-connected wetland areas. Many of the hedges, orchards and woodlands support populations of **bats** and **hedgehogs**.

A number of sites around the Harbour, such as some upper saltmarshes, shingle ridges and coastal grasslands are botanically rich. Fishbourne Meadows is notable for its population of **southern marsh orchids**, and Ellanore Spit for its community of shingle plants including **sea kale**. In late summer, many of the Harbour's saltmarshes bloom with extensive patches of **sea lavender**.

MANAGEMENT CHALLENGES

- National decline in nature through decreasing wildlife and biodiversity.
- Recreational disturbance, particularly to wintering birds but also to other species such as seals and water voles.
- Chichester Harbour is a designated Bass Nursery Area and its fish stocks need to be protected.
- High levels of night time light pollution have detrimental impact on nocturnal animals.
- Storm surges may damage key habitats, like shingle banks and sand dunes.
- Uncertainty as to how climate change will impact on the variety of habitats and wildlife.
- Over collection of ragworm.
- Uncontrolled collection of clams.

PRINCIPAL PARTNERS

- Arun & Rother Rivers Trust
- Arun & Western Streams Catchment Partnership
- Bird Aware Solent
- British Trust for Ornithology (BTO)
- Chichester Harbour Conservancy
- Chichester Harbour Trust
- Eastern Solent Coastal Partnership
- Environment Agency
- Farmers
- Friends of Chichester Harbour
- Hampshire Ornithological Society
- Individual Residents
- Landowners
- Langstone Harbour Board
- Local Authorities
- Manhood Wildlife and Heritage Group (MW&HG)
- National Trust
- Natural England
- Parish Councils
- Residents Associations
- The RSPB
- Sussex IFCA
- Sussex Ornithological Society
- Thorney Island Conservation Group
- Wildfowlers
- The Wildlife Trusts



Actions to be taken by Chichester Harbour Conservancy:

- 8.1 In partnership with the British Trust for Ornithology, to deploy Wetland Bird Survey (WeBS) volunteer counters to monitor Special Protection Area birds throughout the year, including breeding bird surveys.
- 8.2 To create a variety of secure, safe seabird breeding sites, which may include islands and use of fences to prevent access by foxes.
- 8.3 To install floating tern rafts at appropriate locations around the Harbour.
- 8.4 To develop new management agreements to secure important wintering and breeding bird sites.
- 8.5 To prepare and publish a new Priority Species Strategy for Chichester Harbour.
- 8.6 To raise awareness about the issue of recreational disturbance.
- 8.7 In partnership with Langstone Harbour Board, to monitor the seal population and investigate their diet and behaviour.
- 8.8 To undertake a new sub-tidal survey of Chichester Harbour.

Actions to be taken by other stakeholders:

- 8.9 To improve habitats for pollinators and insects.
- 8.10 To implement the Solent Waders and Brent Goose Strategy.
- 8.11 To invest developer contributions through Bird Aware Solent to help look after the Special Protection Area.
- 8.12 To ensure known water vole sites are sensitively managed.
- 8.13 To only plant native species in Chichester Harbour whilst removing non-native plant species.
- 8.14 To ensure fish and shellfish stocks are carefully and sustainably managed for future generations (businesses, Sussex IFCA, etc.).
- 8.15 To develop and implement new small-scale conservation projects (Wildfowlers).
- 8.16 To promote and participate in relevant national campaigns, including the Garden Bird Survey, the Farmland Bird Survey and Big Butterfly Count.



Policy 9 Health and Wellbeing

Chichester Harbour will continue to be recognised as an exceptional place for people to undertake outdoor exercise. The landscape will continue to be enjoyed by walkers, cyclists, sailors and boaters, with opportunities available to try water sports, like kayaking, canoeing, stand-up paddleboarding and rowing in ways that respect nature. For many others, the chance to simply rest and relax in an Area of Outstanding Natural Beauty benefits everyday wellbeing.

There is increasing awareness of the health benefits of the countryside (Outdoor Recreation Network, 2016). Chichester Harbour is an excellent place to participate in a range of outdoor activities. There are 56 miles of Public Rights of Way and 7.5 miles of permissive paths around Chichester Harbour. **Walking**, jogging and running are simple, free, and some of the easiest ways to be active. Sometimes overlooked as a form of exercise, they all help to build stamina and stay fit.

Likewise, **cycling** is excellent for cardiovascular fitness. It is also good for the environment as a low impact form of transport. The Salterns Way cycle route, established in 2006, has grown in popularity and is in regular use. The route connects West Wittering to the City of Chichester and some stretches are also accessible for wheelchair users.

There are many health benefits to **sailing and boating**. Whether gently relaxing out on the water or competing at high speeds against other boats, the activity can be great for levels of fitness. Controlling a large vessel and adjusting constantly to the elements brings both mental and physical challenges. These include strengthening muscles, cardiovascular benefits, wellbeing, concentration, communication and spatial awareness.



Paddlesports provide a cardiovascular workout and are excellent for aerobic fitness, strength and flexibility. Kayaking and canoeing are particularly good for torso and leg strength, as the power to canoe or kayak comes mainly from rotating the torso and applying pressure with the legs. Moving a paddle improves muscle strength particularly in the back, arms, shoulders and chest. Since the user is in control of the vessel, there is a choice whether to be active, which can be exhilarating, or a gentle user, which is more peaceful and meditative. Meanwhile, **rowing** is increasing in popularity in Chichester Harbour, with some sailing clubs, the Langstone Pilot Gig Club, and the Langstone Cutters Rowing Club offering opportunities to participate. As well as having the health and wellbeing benefits of paddlesports, this type of rowing improves co-ordination skills through teamwork.

Chichester Harbour stands out from other outdoor spaces because the natural surroundings have been proven to reduce stress and tension. For example, studies from the University of Essex (2007), the Royal College of GPs (2015), and the University of Reading (2017) have found that time spent in the countryside or on the water can dramatically lower the heart rate, blood pressure, muscle tension, stress, as well as the risks of obesity. It can also cut recovery time from illnesses and boost mental wellbeing. There are many indirect benefits of being in the countryside as well. For example, feeling fitter provides a holistic boost, energy and motivation for people to pursue other activities, as well as improving sleep.

Instances of noise, light and air pollution in Chichester Harbour all need to be managed so they do not have a negative impact on the range of opportunities available in the AONB to improve health and wellbeing.

| MANAGEMENT CHALLENGES | PRINCIPAL PARTNERS |
|---|---|
| <ul style="list-style-type: none"> • Noise pollution from harbourside building works and occasional parties with loud music. Other causes are aerobatic displays and low flying paramotors. Remote control helicopters and the increasing popularity of drones are also sources of noise pollution. • High levels of light pollution have detrimental impact on the wellbeing of humans and wildlife. • Road traffic congestion impacts on air pollution and stress levels. • The need to establish more cycle routes around Chichester Harbour. • A shortage of bridleways. | <ul style="list-style-type: none"> • Chichester Harbour Conservancy • Chichester Harbour Federation • Chichester Harbour Trust • Civil Aviation Authority • Disability Groups (Chichester Access Group, Havant Area Disability Access Group) • Friends of Chichester Harbour • Hayling Helis • Healthcare Establishments (Sussex Community NHS Trust, Hampshire Community Health Care) • Individual Residents • Landowners • Langstone Cutters Rowing Club • Langstone Pilot Gig Club • Local Authorities • Manhood Peninsula Partnership • Natural England • Parish Councils • Residents Associations • Royal Yachting Association (RYA) • Sustrans • Thorney Island Conservation Group • Universities • Woodger Trust |

Actions to be taken by Chichester Harbour Conservancy:

- 9.1 To promote the health benefits of spending time in Chichester Harbour.
- 9.2 To promote the England Coast Path as a destination and 'Living Coasts' after it is established.
- 9.3 To keep the footpaths in the AONB in a safe and usable condition (i.e. those owned or managed by Chichester Harbour Conservancy).
- 9.4 To manage harbourside memorial benches.
- 9.5 To investigate opportunities to increase the number of wheelchair accessible paths.
- 9.6 To organise several guided walks every year.
- 9.7 To publish a new list of downloadable self-guided walks around Chichester Harbour on the Conservancy's website.
- 9.8 To enhance and promote the Salterns Way cycle route.
- 9.9 To maintain the surface of the Salterns Way in a safe and usable condition.
- 9.10 In partnership with the Friends of Chichester Harbour, to develop and implement a programme of footpath inspections every 15 months.
- 9.11 In partnership with the Friends of Chichester Harbour, to develop and implement a programme of Salterns Way inspections every 9 months.

Actions to be taken by other stakeholders:

- 9.12 To keep all the footpaths in the AONB in a safe and usable condition (i.e. those not owned or managed by Chichester Harbour Conservancy).
- 9.13 To promote opportunities for visitors to access Chichester Harbour sustainably through reduced car use and improved public transport and cycling links.
- 9.14 To encourage cyclists not to cycle on the footpaths.
- 9.15 To work with local businesses and philanthropic organisations to seek sponsorship for new cycle ways.
- 9.16 To explore possibilities to extend the Salterns Way around the Manhood Peninsula, including across Medmerry and on to Pagham Harbour.
- 9.17 Where feasible, to explore possibilities to create new cycle routes, bridleways and shared use paths around Chichester Harbour.
- 9.18 To offer opportunities to participate in sailing, boating, paddlesports and rowing.

Policy 10 Enjoying Sailing and Boating

Chichester Harbour is one of the busiest recreational harbours in the country. The estuary will continue to be managed for the peaceful enjoyment of sailing and boating.

Chichester Harbour remains an unspoilt and peaceful estuary enjoyed by an estimated 25,000 sailors each year. **The 2018 Chichester Harbour Residents and Visitor Survey identified the three most popular reasons for sailing in the Harbour: its natural location, with access to the Solent; the scenic landscape qualities; and the favourable sailing conditions.** There is a balance to maintain between encouraging people to enjoy the Harbour afloat, while also preventing congestion and the dangers that come with it. Since it was established in 1971, the Conservancy has taken steps to manage the number of boats on the Harbour, to reduce conflict between different interest groups on the water and to improve the boating infrastructure.



This is achieved by using a prescriptive moorings policy to control the number of vessels; keeping areas of the Harbour clear for sailing; and supporting sailing clubs and boatyards. The Conservancy promotes peaceful enjoyment by encouraging courtesy and good behaviour, rather than relying on rules and regulations to control vessels.

The Conservancy facilitates opportunities for non-sailors to enjoy the Harbour by boat. It operates *Solar Heritage*, a solar powered catamaran, with space for up to 50 passengers. The vessel takes trips around Chichester Harbour all year round, with commentary from experienced guides about the importance of the Area of Outstanding Natural Beauty. *Solar Heritage* has also been adapted for wheelchair users. The engines are virtually silent, so as she glides along, passengers can admire the view and the habitats and birdlife that help make Chichester Harbour so special.

The Friends of Chichester Harbour, in partnership with Emsworth Yacht Harbour operate a passenger vessel, called oysterboat *Terror*, which is considered in Policy 15, Historic Environment and Heritage Assets.

Several commercial passenger vessels also operate in Chichester Harbour, collectively enhancing the visitor experience.

| MANAGEMENT CHALLENGES | PRINCIPAL PARTNERS |
|---|---|
| <ul style="list-style-type: none"> • The peaceful enjoyment of sailing can be disturbed by congestion and overcrowding on the water, particularly at weekends in the summer. • There may also be conflicts between different types of vessels and a lack of understanding and consideration of the needs of others. • Linked to recreational disturbance, there is a growing need to better manage the impact of recreational boating and facilities on the environmentally designated sites and species. • Differing objectives between the management of marinas and the management of the AONB. • Increasing pressure for marina berths to be used for people living onboard, or 'Beds-on-Board' rentals. • Increasing concern for water quality, which affects the experience of sailors and boaters. • Changing market conditions, including an aging population of recreational sailors and boaters. | <ul style="list-style-type: none"> • Associated British Ports • British Marine • British Ports Association • Chichester Harbour Conservancy • Chichester Harbour Federation • Friends of Chichester Harbour • Langstone Cutters Gig Club • Langstone Pilot Gig Club • Langstone Harbour Board • Maritime and Coastguard Agency (MCA) • Recreational and Sports Anglers • Royal National Lifeboat Association (RNLI) • Royal Yachting Association (RYA) • Solent Forum • Sussex Marine & Coastal Forum • UK Harbour Masters' Association |

Actions to be taken by Chichester Harbour Conservancy:

- 10.1 To maintain up-to-date byelaws and Harbour Directions for the management and regulation of all types of vessels in order to ensure the safe and peaceful use of the Harbour.
- 10.2 To maintain a patrol presence on the Harbour to enforce byelaws, give directions and to offer advice and assistance to mariners.
- 10.3 To continue to increase maritime awareness and knowledge among Harbour users.
- 10.4 To maintain and exercise a Harbour Emergency Plan liaising and co-ordinating, as appropriate, with other emergency services and local authorities.
- 10.5 To maintain and enforce the 8-knot speed limit.
- 10.6 To discourage an overall increase in size of vessels using the Harbour.
- 10.7 To monitor vessel movements to determine levels of congestion.
- 10.8 To maintain a ban on water skiing, kite surfing and similar activities.
- 10.9 To encourage the development of sail and small boat training.
- 10.10 To licence commercial vessels and masters operating within the Harbour carrying fewer than 12 passengers. (Issued subject to the conditions of the Conservancy).
- 10.11 To continue to operate the *Solar Heritage* catamaran, a year-round passenger vessel, and plan for her long-term replacement.

Actions to be taken by other stakeholders:

- 10.12 To provide opportunities for people to learn how to safely sail and boat in Chichester Harbour.
- 10.13 To raise awareness of the Solent Seals Code of Conduct.



Policy 11 Excellence in Education

The stunning estuary of Chichester Harbour is a place where people of all ages and abilities can develop an understanding and appreciation of one of England's most cherished landscapes. The Chichester Harbour Education Service will continue to work with visiting schools and colleges, thereby enabling children and young people to learn about the Area of Outstanding Natural Beauty.

The variety of habitats and its coastal location make Chichester Harbour an **ideal outdoor learning environment**. Since the opening of the Education Centre in 1999, the Conservancy has developed a sophisticated and well-structured formal education programme open to students of all ages, working in close co-operation with Hampshire and West Sussex schools as well as those from further afield. This programme covers the complete range of educational establishments from primary to adult, and includes special education as well as specialist interest groups.



Over 11,000 pupil sessions are run each year (one session is a single pupil visiting the Harbour for half-a-day). This figure includes field trips in several Harbour locations as well as afloat, using *Solar Heritage*. The Conservancy is committed to giving pupils and students the opportunity to explore the natural environment, learning and developing new skills from their Harbour experience. Beaky's Wildlife Area, which is near to the classroom at Dell Quay, provides a location for younger children to learn. It is also a suitable space for special educational needs groups to enjoy time outside in a safe environment.

The formal education programme continues to be developed in the context of the Management Plan and in relation to the demands of the National Curriculum. This results in curriculum-related activities designed to bring a better understanding of, and a sense of guardianship for, this protected landscape. Education provision works closely with local Environmental Education Groups. The established learning programmes focus on outdoor and first-hand experiences, including art and photography, coasts and rivers, citizenship (Junior Conservancy), history, investigating animals, plants and habitats, literacy and numeracy, and life skills.

The Chichester Harbour Education Service benefits from a team of expert and highly valued Education Volunteers, who support the service in all areas of its work. They are an essential part of the team, providing an 'extra pair of eyes' when supervising large groups of young people, during busy outdoor learning sessions.

| MANAGEMENT CHALLENGES | PRINCIPAL PARTNERS |
|--|---|
| <ul style="list-style-type: none"> • Comparatively few schools visit the Harbour during winter months even though there is much to see and do during this important time of the year. • Visits to Chichester Harbour can be financially prohibitive for some educational establishments. • There is scope for a greater volume of graduate and postgraduate research to take place at Chichester Harbour. | <ul style="list-style-type: none"> • Chichester Harbour Conservancy • Chichester Harbour Federation • Chichester Harbour Trust • Chichester Ship Canal Trust • Friends of Chichester Harbour • Colleges • Institute of Outdoor Learning • Primary Schools • Secondary Schools • South Downs National Park Authority • Special Educational Needs Schools • Universities • Woodger Trust |



Actions to be taken by Chichester Harbour Conservancy:

- 11.1 To deliver a curriculum-linked Chichester Harbour Education Service which provides staff and resources for visiting educational establishments.
- 11.2 To deploy Education Volunteers to help facilitate visiting educational establishments.
- 11.3 To deliver the Junior Conservancy programme, which enables children to understand real life issues in Chichester Harbour and then debate them in the Council's Chamber.
- 11.4 To deliver a local outreach programme called Harbour Schools.

- 11.5 To develop and maintain new relationships with schools within reasonable commutable distance that are not currently taking advantage of the educational opportunities of Chichester Harbour.
- 11.6 In partnership with the Friends of Chichester Harbour, to try and overcome any barriers to accessing the Education Service (e.g. transport, affordability, etc.).
- 11.7 To encourage more winter school visits, for example, to engage pupils with the range of overwintering birds only present at that time of year.
- 11.8 In partnership with the Friends of Chichester Harbour, to offer subsidised *Get Afloat!* trips on *Solar Heritage* to groups that would not otherwise be able to go out on the water.

Actions to be taken by other stakeholders:

- 11.9 To engage with different water user groups (dinghy, racing, cruising, and powerboat, etc.) raising awareness about good environmental practice (sailing clubs, Chichester Harbour Federation, etc.)
- 11.10 To provide education opportunities for special educational needs groups.

Policy 12

Connecting People to Nature

Local communities are fundamentally important to Chichester Harbour and the long-term protection of the Area of Outstanding Natural Beauty. Chichester Harbour will continue to be a place where people develop positive relationships with the natural environment, thereby fostering a long-term sense of guardianship.

Geographically, there are over a dozen neighbourhood communities around the Harbour. In West Sussex, these include the Parish Councils of West Wittering, West Itchenor, Birdham, Apuldram, Fishbourne, Bosham, Chidham & Hambrook and Southbourne. In Hampshire, there are the residents associations of Emsworth, Langstone, North East Hayling Island and South Hayling. In addition to these, there are also societies, like the Itchenor Society, and associations, like the Bosham Association and the Langstone Village Association, and some Friends groups, like the Friends of Maybush Copse and the Friends of Nore Barn Woods. Furthermore, there are many specialist interest groups too, with members enjoying activities such as walking, stargazing, bird watching and fishing. Collectively, they are all **Harbour communities**. The largest single community in Chichester Harbour is the sailing community, and many of those participants are also Friends of Chichester Harbour, who have helped to look after the environment since 1987.

Activities are a way in which people connect with the natural environment. In doing so, they can create a personal value on their subject matter, whether it is taking a photograph, painting a picture, crafting something new, or for the young generation, going crabbing for the first time.



Activities are one way in which people can connect people with nature. Every year Chichester Harbour Conservancy organises a programme of guided walks and activities to help connect people to nature. The programme is supported by Volunteer Rangers (Activities) who provide expert talks on a variety of topics, including wildflowers, dragonflies and damselflies, morning bird song, and the colony of seals. Other volunteers also help with the programme of guided walks and with events.

Chichester Harbour Conservancy is a partner of the **Secrets of the Solent** project, which is being led by Hampshire & Isle of Wight Wildlife Trust. This Heritage Fund initiative will connect local people across the Solent to the wildlife that lives in, and depends on, our underwater habitats and the intertidal zone. The overall focus of the project is on sustainability and living within environmental limits.

| MANAGEMENT CHALLENGES | PRINCIPAL PARTNERS |
|---|---|
| <ul style="list-style-type: none"> Public awareness of the range and purpose of the national and international designations could be higher. There are many stakeholders across the Harbour, sometimes with competing interests. The aging resident population of Chichester Harbour and the increasing societal dependency on digital networks may result in instances of rural social isolation. The need to identify and engage with a new generation of volunteers. Public awareness of the names of wildlife, both plants and animals, could be higher, particularly amongst children and young people. | <ul style="list-style-type: none"> Bosham Association Chichester Harbour Conservancy Chichester Harbour Trust Chichester Ship Canal Trust Friends of Chichester Harbour Friends of Maybush Copse Friends of Nore Barn Woods Individual Residents Itchenor Society Landowners Langstone Village Association Parish Councils Residents Associations Specialist Interest Groups The Wildlife Trusts |

Actions to be taken by Chichester Harbour Conservancy:

- 12.1 To prepare and publish the annual Harbour News & Guide and Guided Walks and Activities programme, and to consider merging these documents in the future and moving to electronic publications.
- 12.2 To deploy Volunteer Photographers to take photographs for use in the Conservancy's publications.
- 12.3 To deploy Leaflet Distributing volunteers to help circulate hard copies of Chichester Harbour Conservancy's publications.
- 12.4 To deliver a diverse annual guided walks and activities programme for people of all ages and abilities, ensuring that all engagement opportunities are linked to the AONB.
- 12.5 To deploy Volunteer Rangers (Activities) to help with the delivery of the activities programme and other volunteers to help with guided walks.
- 12.6 To continue to publish regular email newsletters to subscribers, featuring the latest news in the AONB.
- 12.7 To deliver outreach talks to local communities in and around the Harbour.
- 12.8 To raise awareness of the names of the most common wildlife found in the Harbour.
- 12.9 In partnership with the Friends of Chichester Harbour, to maintain the interpretation panels and information boards in a good state of repair.

Actions to be taken by other stakeholders:

- 12.10 In partnership with Chichester Harbour Trust, to manage sites in their ownership for the benefit of local people and wildlife and in keeping with the AONB designation (Maybush Copse, The Dell, etc.).
- 12.11 To manage other sites for the benefit of local people and wildlife and in keeping with the AONB designation (Nore Barn Woods, North Common, etc.).
- 12.12 To organise new stargazing events at the three Dark Sky Discovery Sites in Chichester Harbour.
- 12.13 To promote the availability of the two Sandcruiser beach wheelchairs at West Wittering Beach, both of which are free to hire.
- 12.14 To deliver the Secrets of the Solent project (Hampshire & Isle of Wight Wildlife Trust).



Policy 13 Prosperous Economy

Chichester Harbour will continue to be a place where marine businesses prosper. Everyday working practices respect the importance of the Area of Outstanding Natural Beauty designation and the range of other environmental and historic designations.

Chichester Harbour is a living, working landscape, and commercial activities, both past and present, have helped to shape its character. Many businesses support the Harbour's use as a recreational destination, with employment in **boat building**, services and visitor facilities. Over time the nature of the boat building and repair industry has changed with customer demands, but traditional methods are still used on wooden day boats, whilst yachts are repaired at a range of boatyards. Chichester Harbour supports many marine-related businesses, including **marinas and sailing clubs**, and collectively they provide jobs and volunteering opportunities and make a valuable contribution to the local economy.

The Valuing Chichester Harbour report of 2009 found that the total value of marine businesses and vessels was estimated to be £523 million. It was also estimated that Chichester Harbour attracts around 1.5 million visitors a year, supporting 50 tourism businesses. These include hotels, bed and breakfasts, caravan sites, pubs and restaurants, which all help to enhance the visitor experience. The Conservancy and its partners support **sustainable tourism**. This is when visitors make a positive impact on the economy, society and environment. Water-specific businesses, such as the water taxi, boat trips and boat training and hire, are targeted more specifically at those who come to enjoy the Harbour. The combined value of tourist-related activities was estimated at £44 million. Not all the businesses are tourism-focused or related directly to boating and yachting. Shops, offices and other commercial operations all provide services and employment to those who live and work within Chichester Harbour.



In the coming years, the Conservancy will update the Valuing Chichester Harbour report of 2009, so as to better understand the current contribution that Chichester Harbour makes to the economy.

Historically, oyster dredging, which operates during the winter months, has been the mainstay of the fishing industry of Chichester Harbour, together with small amounts of mullet and flounder. Generally, the oyster industry is relatively small, as is netting activity, with about half-a-dozen small (under 10 metres) vessels operating, increasing in number during the winter when a few boats from Selsey and the wider Solent join in the oyster dredging activity. In recognition of the decline in the native oyster fishery within the Harbour, a partnership known as the Chichester Harbour Oyster Partnership Initiative (CHOPI) was established in 2010. The members have worked together to develop an oyster recovery plan, that has included the creation of broodstock areas.

Recreational and sports **anglers** fish during the year from the shore and boats, including charter boats, and Chichester Harbour is the only estuary in Sussex that is a designated nursery for sea bass. The following types of **fishing** activities are undertaken by vessels operating within Chichester Harbour: gill netting; cuttlefish trapping; oyster dredging; otter trawling; rod and line; drift netting; and whelk potting. In terms of value, the most important species landed in the Harbour are whelks, lobsters, cuttlefish, oysters and sole. However a diverse range of species is landed, including gurnard, grey and red mullet, sharks and rays.

| MANAGEMENT CHALLENGES | PRINCIPAL PARTNERS |
|---|---|
| <ul style="list-style-type: none"> • Government policy to find locations for housing development is an ongoing pressure. Sites traditionally used for marine business are increasingly being considered due to wider economic challenges. However, once a marine business is lost to housing, it is unlikely to return to marine use, thereby permanently changing the character of the area. • Chichester Harbour supports small scale commercial fishing, particularly for oysters. • Bait diggers do not always comply with the voluntary Code of Conduct which requires: the back-filling of holes for safety and to maintain the intertidal habitat; avoiding the disturbance of wildlife and marine heritage; refraining from digging around moorings, slipways, and sea walls; refraining from digging for commercial gain. • Whilst tourism continues to grow and support the local economy, Chichester Harbour is already seasonally congested at peak times and is therefore unlikely to cope with a greater volume of tourists. • A recognised shortage of car parking spaces at Dell Quay resulting in congestion and the informal parking of vehicles on verges. • Lack of apprenticeship opportunities in Chichester Harbour. | <ul style="list-style-type: none"> • Chichester Chamber of Commerce • Chichester Harbour Conservancy • Chichester Harbour Federation • Chichester Harbour Oyster Partnership Initiative (CHOPI) • Emsworth Business Association • Environment Agency • Hampshire Chamber of Commerce • Individual Businesses • Local Authorities • Marine Management Organisation (MMO) • Natural England • Southern IFCA • Sussex IFCA • Universities • Visit Chichester • Visit Hampshire |

Actions to be taken by Chichester Harbour Conservancy:

- 13.1 To prepare and publish a new Valuing Chichester Harbour report.
- 13.2 To maintain facilities for small commercial fishing.
- 13.3 To support sustainable tourism, with new opportunities for visitor giving schemes, whereby new income generated is invested directly back into local biodiversity conservation measures.

- 13.4 To upgrade properties owned by Chichester Harbour Conservancy so that they are more environmentally efficient.
- 13.5 To explore the possibilities for new corporate sponsorships in Chichester Harbour.
- 13.6 To investigate opportunities to improve and enhance the visitor welcome in West Itchenor, including refurbishing the Harbour Office and facilities.
- 13.7 To hold Conservancy Open Days to raise awareness of the work of Chichester Harbour Conservancy.
- 13.8 To investigate the opportunity for a new car park at Dell Quay, as well as new bicycle hire schemes.
- 13.9 To introduce and facilitate corporate days out in Chichester Harbour.
- 13.10 To investigate the opportunity for a stronger Chichester Harbour Conservancy presence in Emsworth.
- 13.11 To continue to support the Chichester Harbour Oyster Partnership Initiative (CHOPI).

Actions to be taken by other stakeholders:

- 13.12 To utilise the planning system to maintain the boat building heritage of Chichester Harbour (Local Planning Authorities).
- 13.13 To publicise the Bait Digging Code of Conduct to encourage greater compliance.
- 13.14 To determine fish stocks and harvesting rates.
- 13.15 To ensure observance of fishery regulations within the Harbour and enforce any breaches that take place (Sussex IFCA, Southern IFCA, Environment Agency, Marine Management Organisation etc.).
- 13.16 To support local business and tourism associations.
- 13.17 To prepare and publish a new Destination Management Plan for Chichester Harbour.
- 13.18 To encourage the take-up of new apprenticeships, particularly with marine enterprises.

Policy 14 Marine Litter Pollution

Global marine litter pollution has increased substantially in recent years, with a high level of public awareness. Chichester Harbour will continue to be part of the solution by maintaining a coastline befitting an Area of Outstanding Natural Beauty.

Chichester Harbour is a wonderful place to enjoy walking, cycling, bird watching, taking photographs and drawing or painting the idyllic views. The countryside is also highly important to the sailing community, since the natural landscape is the backdrop of the waters in which they sail. There are many reasons why it is so well-liked. For instance, you can find the sights, sounds and smells of nature here, whether watching a colony of seals, listening to bird song or simply breathing in the fresh coastal air that is simply not possible in our urban centres. For others, it is nice to be somewhere that is largely undeveloped. However, with the popularity of Chichester Harbour as a destination, the Area of Outstanding Natural Beauty suffers from instances of marine litter pollution, whether washed into the Harbour from outside sources or dropped directly within the Harbour itself.

According to the Marine Conservation Society, litter has increased by 135% since 1994, with plastics increasing by 180%. **Around 70% of beach litter is made of plastic, including plastic straws, cutlery and polystyrene.** Over time, one plastic bottle, for example, can break down into hundreds of tiny pieces, which can be mistaken for food by wildlife, or which can remain in the water or the intertidal zone indefinitely. Other types of common marine litter pollution include: cans, bottles, cartons, chewing gum, food wrappers (e.g. crisp packets), boxes, drinks containers, paper napkins, sandwich cartons, salt sachets, baby wipes, nappies and general household waste.

In 1986, Chichester Harbour Conservancy had the foresight to establish a group of 32 new, willing volunteers called 'Harbour Watch'. The shoreline was divided into sections and each 'Harbour Watcher' would patrol his or her section at regular intervals to collect and safely dispose of any rubbish that had been washed-up. Over 30 years later in 2019, the scheme is still going strong, with an influx of new volunteers replacing those that have stepped down. Today, they are now called Volunteer Rangers (Harbour Watch), which is a more recognisable role title in the field of conservation, and they work in partnership with the Friends of Chichester Harbour.

The 2017 BBC documentary, *Blue Planet II*, successfully raised national awareness of the problem of marine litter pollution. Since then, many local businesses and sailing clubs have committed to eliminating single-use plastics, and other initiatives, like Final Straw Solent, are helping to maintain the level of support and encourage a positive approach to waste. Chichester Harbour Conservancy has also sponsored six '2 Minute Beach Clean A-Boards' to encourage regular walkers to undertake ad-hoc litter picking at their own convenience.



| MANAGEMENT CHALLENGES | PRINCIPAL PARTNERS |
|--|--|
| <ul style="list-style-type: none"> • Global marine litter pollution has increased substantially in recent years. • Plastic pollution, and in particular microplastics, are mistaken for prey by many marine animals and seabirds and thereby enter the food chain. • Abandoned fishing nets can be harmful to wildlife, damaging habitats and the visual beauty of the countryside. | <ul style="list-style-type: none"> • Chichester Harbour Conservancy • Chichester Harbour Federation • Environment Agency • Final Straw Solent • Friends of Chichester Harbour • Individual Residents • Landowners • Local Authorities • Marine Conservation Society • National Trust • Natural England • Parish Councils • Residents Associations • Solent Forum • Sussex IFCA • Sussex Marine & Coastal Forum • Universities |

Actions to be taken by Chichester Harbour Conservancy:

- 14.1 In partnership with the Friends of Chichester Harbour, to deploy Volunteer Rangers (Harbour Watch) to help collect and report the number of bags of litter picked-up, and any unusual finds.
- 14.2 In partnership with Sussex IFCA, to encourage best practice with fishing, promoting the safe and appropriate disposal of nets and equipment.
- 14.3 To collect and safely dispose of fishing equipment that is washed-up in Chichester Harbour.
- 14.4 To support academic research into the prevalence and effect of microplastics.



Actions to be taken by other stakeholders:

- 14.5 To encourage people to reduce waste and promote recycling.
- 14.6 To raise awareness of the issue of plastic pollution in Chichester Harbour.
- 14.7 To not release balloons, Chinese lanterns or other similar items which will eventually return to the Harbour as litter.
- 14.8 To work towards eliminating single-use plastics.
- 14.9 In partnership with Local Authorities, to remove fly tipping as quickly and effectively as possible.

Policy 15 Historic Environment and Heritage Assets

The landscape of Chichester Harbour reflects its history. The historic environment and heritage assets of the Area of Outstanding Natural Beauty will continue to be conserved and enhanced in keeping with its inherent value, with increased opportunities to access, better understand and appreciate the past.

In many ways the landscape of Chichester Harbour reflects its history, with archaeological finds showing how the estuary was used thousands of years ago. Today, **historic features are a reminder of our past**, part of the landscape, and landmarks in their own right. They contribute to economic development by attracting tourism. There are many sites in and around Chichester Harbour registered on the Historic Environment Record.

There is a wealth of evidence of human use and habitation dating back to prehistoric times. The Harbour's evolution has been shaped by glacial processes and during the last interglacial period it was part of an active shoreline. By the Mesolithic period (12,000-4,000 BC) the coast was 40 kilometres away and the landscape was made-up of valleys where people visited to hunt and fish. Finds of worked flints suggested the Harbour was important for people through the Neolithic period and into the Bronze Age. By the Iron Age, the Harbour was an important area for salt working, and a hillfort was constructed at Tournerbury, on Hayling Island.



Chichester Harbour was one landing point for the Claudian arrival of AD43 in Rome's conquest of Britain. Discoveries at the site of a Romano-British villa in Warblington, and earlier findings at Fishbourne, shows there was trade with the Roman Empire before the invasion. In later years, legend has it that King Canute ordered the waves to go back from Bosham, and the same village also featured on the Bayeux Tapestry. Meanwhile, underneath Bosham is an ancient mill-stream that once served the medieval core of this settlement. Today, it is ecologically valuable.

Many of the Chichester Harbour churches have stood for hundreds of years, including: St Peter and St Paul's Church, West Wittering; St Nicholas' Church, West Itchenor; St James' Church, Birdham; St Peter's and St Mary's Church, Fishbourne; Holy Trinity Church, Bosham; St. Mary's Church, Chidham; St Nicholas' Church, Thorney Island; St Thomas' Church, Warblington; and St Mary's Church, Hayling Island.

Several of the picturesque harbourside villages have their roots in the medieval period, as fishing, oyster farming and salt working flourished. Industry thrived in the post-medieval period with important features remaining in the landscape including mills, brick working sites, salterns and historic field systems.

The Friends of Chichester Harbour, in partnership with Emsworth Yacht Harbour, operate oysterboat *Terror*. *Terror* was originally built by Foster's Boatyard in Emsworth in about 1890, to support the 20 or so large ketches that dredged for oysters. Boats like *Terror*, (known as lighters) would collect the catch from the larger oyster merchants' vessels and transport them back to the shore. From there the oysters went straight to the busy fish markets in London, or they were stored in lays on the foreshore. About 100,000 oysters were shipped to the London markets each week.

Thanks to a grant from the Heritage Lottery Fund in 2006, *Terror* was lovingly restored at Dolphin Quay Boatyard in Emsworth over a two-year period. She was re-launched as a passenger vessel and can give up to six participants a memorable close-to-the-water experience as she sails around the Harbour.

Chichester Harbour had an important role in the defence of Britain during the Second World War. Thorney Island Airfield opened in 1938, with permanent accommodation for 4,144 people by 1944. Today, it remains in the ownership of the Ministry of Defence and is known as Baker Barracks, named after Field Marshal Sir Geoffrey Harding Baker. Between 1943 and 1945, a temporary airfield was also created on agricultural land at Apuldram. Overall, there are many surviving features of the Second World War in Chichester Harbour, including pillboxes and gun emplacements, particularly found around the coastline of Thorney Island and Hayling Island.

This rich heritage reflects the processes, both natural and historic, that have created the character of the landscape and contributed to the unique sense of place. Although not explicitly referred to as an AONB purpose, the historic environment and heritage assets are a key factor of the landscape.



MANAGEMENT CHALLENGES

- Monitoring the condition of Listed Buildings and Scheduled Monuments.
- Undertaking practical conservation works at historic sites.
- Raising the profile of the importance of the historic environment.
- Extending the archaeologically-based Condition Assessment programme to the Grade 2 listed buildings within the AONB.
- Climate change and sea level rise are revealing and exposing hidden assets, hastening their deterioration.

PRINCIPAL PARTNERS

- Chichester and District Archaeology Society
- Chichester Harbour Conservancy
- Chichester Harbour Federation
- Chichester Harbour Heritage Partnership
- Chichester Ship Canal Trust
- Coastal and Intertidal Zone Archaeological Network (CITiZAN)
- Emsworth Maritime and Historical Trust
- Emsworth Museum
- Fishbourne Roman Palace
- Friends of Chichester Harbour
- Historic England
- Local Authorities
- Museum of London Archaeology
- National Lottery's Heritage Fund
- Thorney Island Conservation Group
- Universities

Actions to be taken by Chichester Harbour Conservancy:

- 15.1 To continue to provide secretarial support for the Chichester Harbour Heritage Partnership
- 15.2 To continue to support the Friends of Chichester Harbour with the operation of oysterboat *Terror*.
- 15.3 To support and manage Chichester and District Archaeology Society Conservation Work Parties to conserve Second World War pillboxes and gun emplacements on Thorney Island.



Actions to be taken by other stakeholders:

- 15.4 To continue to monitor the condition of Listed Buildings and Scheduled Monuments and encourage general public participation to update their condition on Historic England's List.
- 15.5 To continue with archaeological fieldwork within Chichester Harbour, subject to properly defined research objectives and with reference to the relevant museum's collection development policy.
- 15.6 To publicise archaeological sites and finds of interest and arrange for displays in local museums including Emsworth Museum and Fishbourne Roman Palace.
- 15.7 To utilise archaeological discoveries from the surrounding area as the basis to search for similar discoveries within the AONB – for example, the recent Bronze Age discoveries at Medmerry and in the South Downs National Park suggest there should be more evidence of Bronze Age activity within Chichester Harbour.
- 15.8 To react to changes in the physiographical appearance of Chichester Harbour to undertake new surveys in the changed ground.
- 15.9 To utilise new publicly available data such as Light Detection and Ranging (LiDAR) or aerial photography to generate new surveys of areas where new archaeology might be discovered.
- 15.10 To search for the probable Roman site on Thorney Island as evidenced by the discoveries displayed in St Nicholas' Church. This search will need to be prompted by new evidence.
- 15.11 To devise and implement a robust Condition Assessment Programme for monitoring Heritage at Risk in the AONB.
- 15.12 To develop relationships with local historical societies to enable a team of volunteers to be recruited to carry out a Grade 2 listed buildings monitoring programme.
- 15.13 To encourage the publication of articles in local and national journals about heritage issues.
- 15.14 To increase the use of social media to engage people with the historic environment.
- 15.15 To keep the Historic Environment Record (HER) up-to-date.

Section 3

Chichester Harbour Planning Principles



Planning Considerations

In June 2000, Nick Raynsford (then Planning Minister), made a statement in the House of Commons confirming that AONBs are equivalent to National Parks in terms of their landscape quality, scenic beauty and planning. In planning terms, this meant that AONBs should be strongly protected. However, over 76% respondents surveyed by Chichester Harbour Conservancy in 2018 felt that development pressure was the single biggest threat to the future of the Area of Outstanding Natural Beauty (source: Chichester Harbour Residents and Visitors Survey 2018). These threats include inappropriate and unauthorised developments, over intensive developments (especially on the fringe of the Harbour), and the trend towards the construction of excessively large replacement harbourside properties.

In order to help address this high level of concern, Chichester Harbour Conservancy developed 18 Planning Principles, designed to interpret and supplement the adopted development management policies of the relevant Local Planning Authority (LPA). These were prepared to promote and reinforce local distinctiveness in the AONB and offer those seeking planning permission greater certainty on which to make their decisions. It is anticipated that this greater clarity will strengthen relationships between the LPAs, developers, voluntary organisations and the general public which in turn will strengthen the delivery of the Management Plan, which is a material planning consideration.

The key objectives for the Planning Principles are to be seen from the perspective of the Conservancy's responsibilities, recognising that these are consistent with, and seek to interpret, adopted statutory land use policies as they relate to development in the AONB. 'Development' here is defined as constituting development under the provisions of the Town and Country Planning Act 1990, as amended. The AONB is tightly regulated, and a range of permissions and consents may be required before a development can take place.

Planning law prescribes circumstances where consultation must take place between an LPA and certain organisations, prior to a decision being made on an application. The organisations in question are under a duty to respond to the LPA within a set deadline and must provide a substantive response to the application in question. The type and location of development will determine whether particular organisations or persons are consulted. For example, in Chichester Harbour, 'statutory consultees' include Hampshire County Council, West Sussex County Council, Natural England and the Environment Agency.

| Applications for Development | |
|---|---|
| Local Planning Authority: Planning Permission | The Local Planning Authority will advise on whether or not a planning application is required. They will consider the various impacts of proposals on the AONB. |
| Marine Management Organisation (MMO): Marine Licence | A marine licence must be obtained for all construction works below mean high water springs. The MMO will ensure that proposals adhere to the latest national marine planning policies. |
| Natural England: Consent | Natural England will consider the potential impacts of the proposal on the conservation designations. |
| Environment Agency: Flood Defence Consent | The Environment Agency will look to ensure that proposed works do not inadvertently increase flood risk, damage flood defences, or harm the environment, fisheries or wildlife. |
| Historic England: Listed Building Consent and Scheduled Monument Consent, and a Licensing Scheme for Protected Wreck Sites | Historic England is tasked with protecting the historical environment of England by preserving and listing historic buildings, ancient monuments and advising central and local government. |
| Chichester Harbour Conservancy: Works Licence | Under the Chichester Harbour Conservancy Act of 1971, the Conservancy has the right to veto any works in the Harbour below mean high water springs, even if all the other permissions and consents are in place. |

Chichester Harbour Conservancy is defined as a 'non-statutory consultee' in planning law. LPAs engage with non-statutory consultees to identify clearly the types of developments within the local area in which they have an interest, so that any formal consultation can be directed appropriately, and unnecessary consultation avoided. In the coming years, Chichester Harbour Conservancy will lobby Government to become a 'statutory consultee'. If successful, this means there will be legal requirement for the LPAs to consult with the Conservancy on all applications inside the AONB, with an additional formal duty placed on the Conservancy to respond. Chichester Harbour Conservancy also aspire to be recognised as a special case in the National Planning Policy Framework, like the Broads Authority, which also has similar purposes around navigation, recreation and nature conservation.

As a general principle of design in the environment, all proposals should be informed by a clear process of contextual analysis, understanding the site, its features and surroundings. More particularly within the AONB, this will include an understanding of where the finished development will be seen from in the wider landscape, whether from land or water, both within and adjacent to the AONB.

Overall, it is the natural landscape and trees/vegetation which should predominate in rural/coastal locations. Theoretical design principles should be used to prepare design and access statements to support planning applications. Where proposed development is likely to have an adverse impact either on landscape character or visual amenity, a Landscape and Visual Impact Assessment (LVIA) should also be provided.

The Chichester Harbour Landscape Character Assessment should be referenced by developers when formulating proposals. As part of making their Local Plans, Havant Borough Council and Chichester District Council commissioned their own landscape capacity/sensitivity studies to help determine where new development might most appropriately be accommodated.

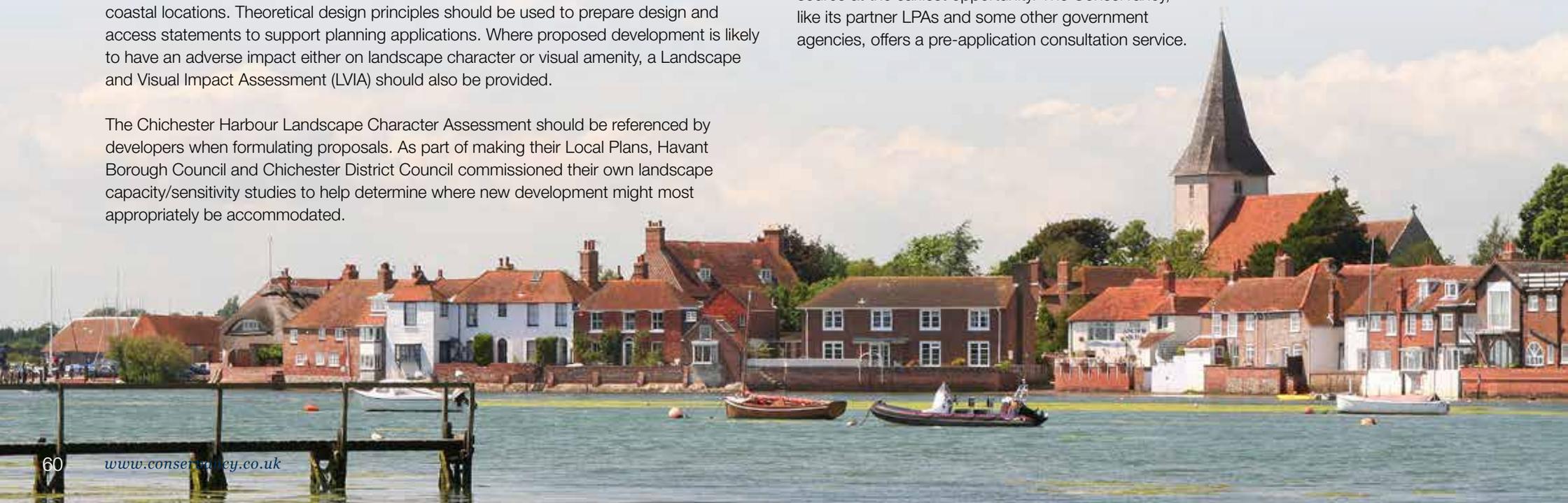
Those seeking to develop can seek a legal determination as to whether the development they wish to carry out requires planning permission. This is called a Certificate of Lawfulness for Proposed Development.

Enforcement

Where appropriate, the Conservancy will set-out its view as to why it may be expedient for the LPA to take planning enforcement action to remedy any actual or anticipated breach of planning control and (where appropriate) will offer support for the LPA case should an Appeal be lodged against any formal Notice being served to remedy identified breach(es).

The Conservancy will, where appropriate, assist the relevant LPA with evidence of harm to the AONB to either (or both) assist in the LPA's assessment as to the expediency (or other relevant threshold or requirement) of formal enforcement action being taken in relation to suspected or anticipated breaches of planning controls within or affecting the AONB.

Planning enforcement can be a long and drawn out process and those seeking to develop in the AONB will always be encouraged to seek professional guidance from a competent source at the earliest opportunity. The Conservancy, like its partner LPAs and some other government agencies, offers a pre-application consultation service.



PP01 is over-riding and must be satisfied at all times. The rest of the Principles, outlined in PP02-PP18, that apply to specific types of planning application, shall be deemed to incorporate the terms of PP01.

PP01

Chichester Harbour as a Protected Area

Chichester Harbour is a designated Area of Outstanding Natural Beauty with the statutory primary purpose to conserve and enhance the natural beauty of the area. The Conservancy shall give great weight to the protection of the landscape, the conservation of nature and the special qualities of Chichester Harbour, as defined in the AONB Management Plan and Landscape Character Assessment. The Conservancy will oppose any application that, in its opinion, is a major change or will cause material damage to the AONB or which will constitute unsustainable development.

As the Statutory Harbour Authority, Chichester Harbour Conservancy is also responsible for navigation. Planning decisions which affect navigation should give great weight to safety considerations as defined in the Management Plan and the Port Marine Safety Code.

Reasoned justification

Chichester Harbour was designated as an AONB in 1964 and it is classified as a Category V Protected Area by the International Union for the Conservation of Nature (IUCN). The Chichester Harbour Conservancy Act of 1971 is the founding legislation for the Statutory Harbour Authority with additional responsibilities for the conservation of nature.

A number of international, European, national, regional and local designations affect the AONB and are detailed in Section 1. Development proposals which are likely to erode habitat, be prejudicial to wildlife, or damage the historic environment, are unlikely to receive the support of the Conservancy.

The Conservancy will normally be consulted by Natural England in relation to the necessity for an Appropriate Assessment under the Conservation of Habitats and Species Regulations 2010 (SI 2010/490) and by Local Planning Authorities (LPAs) in undertaking of a screening opinion to establish whether an Environmental Impact Assessment is required for any proposed development affecting the AONB. In these situations the Conservancy will assess the potential impacts based on its own data and guidance and will seek to ensure there will be no harm to the designated sites for nature conservation.

Where trees that add special interest, or areas of woodland, are identified as being under threat, the Conservancy will seek a Tree Preservation Order where appropriate. It is recognised that protection for trees and hedgerows will, at times, be required at short notice.

The presence of protected species on a site is a material consideration in planning terms. The extent of protected species and how they may be affected by any proposed development should be assessed prior to development being permitted – especially where any demolition or adjustment to a roof void forms part of the proposals.

Areas around existing designated sites can also be part of an overall habitat network as defined in the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG). Where development affects these areas or the integrity of a designated site the Conservancy is likely to raise an objection to the proposals.

The impact of development within the AONB on designated sites for nature conservation is a key issue and the Conservancy seeks to ensure that no harm to designated sites occurs through the development process. Designated sites are an important part of the ecology and character of the AONB and the legislation contained in the Conservation of Habitats and Species Regulations 2010, Environmental Impact Assessment Regulations, the Countryside and Rights of Way Act 2000 and the Wildlife and Countryside Act 1981, all provide a stringent legislative framework to protect the relevant area. The Conservancy will comment on all planning proposals that appear to affect wildlife and will seek to inform the planning process with comments and input based on its own data and survey work.

The Conservancy will seek to ensure that all relevant guidance is followed, including Natural England's standing instructions for protected species (or groups of species).

Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as S106 agreements, are a mechanism which make a development proposal acceptable in planning terms, that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development. The Conservancy will seek the cooperation of the LPAs where a S106 agreement is proposed.

The Conservancy will seek the cooperation of the LPAs in obtaining the necessary legal agreements to protect locations affected by development and to achieve appropriate and proportionate planning gains. Developers should be aware that LPAs may have adopted a Community Infrastructure Levy (CIL) schedule of charges and refer to that. Examples include:

- Improvements in access to the countryside, including access-for-all.
- Sympathetic management of land of conservation value, excluding it from further pressure.
- Improvements to the general infrastructure, which encourage acceptable levels of use.

The coastal margin, in particular the intertidal area of the AONB, is likely to be sensitive to all forms of new development.

It is highly unlikely that any sort of major development will be appropriate in the AONB unless the relevant tests of the NPPF are met. Major development which does not meet these tests will not be supported by the Conservancy. Whether something is 'major' development in this context is a matter for the local decision maker to take and not the simple definition set out in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (SI 2015/595).

Although it is acknowledged that a design and access statement is not essential for an application to be valid, the Conservancy will always welcome a short written statement to support any planning application. This can usefully set out the purpose behind the application and what the applicant is trying to achieve.

The special qualities of the AONB are detailed in Section 1 of the Management Plan and are described in the Landscape Character Assessment, which divides the protected landscape into different character areas.

A number of Neighbourhood Plans are being developed to reflect local community aspirations for housing allocations and other development. Neighbourhood Plans are part of the statutory development plan for each LPA.

Village Design Statements, also published by local communities within the AONB, provide detailed guidance on respecting local identity, ensuring development is harmonious within its setting and making a positive contribution to the local environment. Current adopted Village Design Statements within the AONB are: Bosham (2011); Emsworth (2008); Langstone (2008); Northney and Tye (2008); West Wittering (2006); and West Itchenor (2012).

The significance and amenity value of trees will be assessed on a case-by-case basis. Wherever possible, the Conservancy will encourage the use of native tree and shrub species typical of the AONB. Conservation Area Character Appraisals and associated Management Plans provide detailed guidance for Conservation Areas in and around the AONB.

PP02

Safeguarding Marine Enterprise

The Conservancy will support the retention and continued development of marine business uses and only support a change of use if the applicant can demonstrate that the site is not fit-for-purpose for a marine-related business and that any marine-related business use is unviable. In all cases, proposals should not have an adverse impact on the landscape and nature conservation interests of the AONB.

Applicants should take the following sequential approach and refer to 'Requirements of Marketing' below:

1. The Conservancy will look to see evidence of the site having been marketed for marine-related business use for at least 12 months prior to a planning application being submitted, as a whole or with the option to create smaller work units; and
2. If this marketing is unsuccessful, the site should be marketed for at least a further 6 months as a mix of marine-related business use and/or other appropriate commercial/employment uses which are capable of reversion to marine-related use in the future (such as the retention of features of the building which would allow boats to be easily taken into and out of the building and unimpeded access to tidal waters); and
3. Only if both of the above steps are unsuccessful, will other non-employment land related uses be considered. In these instances, marina style residential uses with dedicated access to the water and marine-related or other commercial/employment use(s) requiring planning permission may be acceptable, provided:
 - The applicant has clearly demonstrated with evidence that any non-employment use element is necessary to make the scheme viable in financial terms; and
 - Any proposed non-marine-related employment use retains easy access to the water and features of the building which allow boats to be easily taken into and out of the converted buildings; and
 - The marine-related or other appropriate commercial/employment use(s) are not so marginalised within the redevelopment so as to ultimately affect their viability in the long-term (a sufficiently detailed Business Plan should be provided to help demonstrate this); and
 - It can be demonstrated that the proposed uses are compatible with each other (so as to not constrain any retained business use in the future) and that dedicated access is retained to tidal waters; and
 - Adequate facilities are maintained to support the established marine use.

Reasoned justification

The Conservancy understands that the prosperity of marine businesses is cyclical. Once sites are lost from marine-related use, it is extremely unlikely that they will be replaced by new ones. It is therefore vital that sufficient marine site capacity is retained for the long term viability of the Harbour's marine infrastructure and the boats and businesses that depend on them. The Conservancy is sympathetic to applications for alternative industrial uses where these do not harm the AONB and where reversion to marine industrial use is possible.

In order to demonstrate that development would not have an adverse impact in the AONB, applicants should refer to the relevant Local Plan policies, the Landscape Character Assessment, the Management Plan, and if applicable, the Chichester Harbour AONB Supplementary Planning Document for further guidance.

Applications should include sufficient information to demonstrate that there would be no adverse impact on the landscape character or visual amenity of the AONB, which may include harbour-scene drawings, photo-montages and comparative drawings with the existing site.

Where no operational development is proposed but the change of use proposed would imply the need for external storage, the Conservancy will be concerned as to the impact of this in the landscape and may ask the determining LPA to impose planning conditions to restrict this or alternatively provide for its screening if appropriate.

Applicants are encouraged to seek pre-application advice from both Natural England and the Conservancy, particularly where proposals involve works to the shoreline or new/altered intertidal structures and shoreline defences. This may require a range of consents, including a 'Works Licence' from the Conservancy and consent from the Marine Management Organisation. Compensation for any net loss of intertidal habitat in the Special Area of Conservation may also be necessary.

Requirements of marketing

As well as wishing to see marine enterprises flourish in the AONB there is also a cultural identity dimension to this in terms of employment skills with a strong historic connection to the Harbour, which positively contribute to the AONB's distinctiveness.

Applicants should provide evidence that the site has been marketed for at least 12 months, including:

- Confirmation by an appropriate marketing agent, on headed company paper, that the premises were marketed for the required length of time.
- Dated photographs of marketing board/s on the premises, in terms of their size, scale, location and number during the marketing period.
- An enquiry log, detailing the dates and method of communication used and the issues raised by prospective tenants, which ultimately led to each enquiry not resulting in the letting of the property.
- A copy of all advertisements in the local, regional, national and international press and trade periodicals (should be at least one weeks' worth of advertisements per month, spread across each six month period of marketing).
- Evidence of marketing via the internet, by giving details of the website or websites used and the period of marketing via this medium.

Please also refer to the marketing guidance in the relevant Local Plan.

It is important that the marketing of the land and/or buildings should point out those factors lending their use for a marine related enterprise, for example unimpeded headroom for vehicular access, proximity to water for the ease of retrieving and launching boats and door height/width and internal headroom dimensions to allow prospective tenants/purchasers to quickly understand whether boats might easily be worked on and be transported on and off the site.

The Conservancy may take independent advice to ascertain whether the value of land or rents sought are competitive, compared with similar marine-related business premises and will expect a methodical and thorough marketing report.

The Conservancy is more likely to be convinced there is no interest in the property being occupied by a marine related enterprise if a full and concerted marketing campaign is undertaken, without successful sale or letting, prior to the lodging of a planning application for any materially different use and/or operational development.

Owners are encouraged to seek the advice of the LPA and Conservancy prior to the commencement of any marketing campaign to ascertain the marketing strategy and to discuss the alternative uses that the owner may wish to consider in terms of sales/letting particulars. The NPPF encourages pre-application stakeholder engagement, i.e. that the marketing plan is agreed with the LPA and the Conservancy at the outset.



PP03

Replacement Dwellings and Domestic Householder Extensions

The Conservancy is unlikely to object to a replacement dwelling or extension to an existing dwelling provided the applicant can demonstrate that all of the following criteria have been addressed:

- The increase in size and/or mass does not exceed 50% of the footprint and 25% to the elevation silhouette of the dwelling as can be evidenced by previous planning applications; and
- The proposal does not increase the developed frontage of the waterside to an extent which detracts from the openness or rural character of the coastal landscape when seen from public vantage points (including public footpaths, the water, the foreshore, roads, views across the Harbour and open countryside); and
- The proposal is of a sympathetic design and materials which complement the landscape setting and any local vernacular; and
- The proposal does not diverge significantly from the spatial pattern of surrounding development and the spaces between buildings; and
- That any extension to an existing two-storey or chalet bungalow dwelling remains sub-ordinate to the original dwelling shape as can be evidenced by previous planning applications to extend the property or otherwise no taller than the height of the main roof ridge; and
- The statutory requirement for biodiversity net gains will be met.

Reasoned justification

The Town and Country Planning Act of 1947, which came into effect a year later, is the foundation of modern town and country planning in the United Kingdom. The main statutes are the Town and Country Planning Act 1990 and the Planning and Compulsory Purchase Act 2004, supported by the NPPF.

The pressure for the construction of more substantial dwellings through replacement or extension has become a dominant force in changing the landscape of the AONB. The need to future-proof such replacement dwellings or significant domestic extensions against flood risk can have an immediate impact to the increase in the silhouette of a building. The landscape quality and attractiveness of the area continues to fuel the demand for extending existing homes or creating much larger, grander replacements, particularly in waterside locations, which can be out of keeping with the landscape.

The Conservancy is aware that small scale incremental changes can have cumulative impacts on the AONB, and these small developments within a concentrated area can be seriously damaging to the rural character and natural beauty of the area. In response to the number of applications, often of unsympathetic designs and materials, Havant Borough Council and Chichester District Council, prepared and published a Joint Supplementary Planning Document for Chichester Harbour AONB. This encourages sympathetic, locally distinctive designs and materials which respond to their landscape setting, and provide advice on ways to reduce visual impacts, including by limiting increases in size and mass.

When considering a replacement dwelling or extension to an existing dwelling, where applicable, consideration must be given to the Neighbourhood Plan, Village Design Statement, and the Conservation Area Character Appraisal/Management Plan.

PP04

Creation of New Dwellings and Residential Institutions

The Conservancy is unlikely to object to any proposals for new dwellings and residential institutions affecting the AONB, where the applicant can demonstrate that all of the following criteria have been addressed:

- The proposed development is within existing settlement boundaries; and
- That sufficient headroom capacity exists in waste water treatment works infrastructure to serve the development, or the applicant has devised adequate alternative on-site facilities and storage to allow controlled release into the public sewer; and
- Recreational disturbance is adequately and appropriately mitigated to the satisfaction of the Conservancy and in accordance with the relevant Local Plan policy or policies; and
- The statutory requirement for biodiversity net gains will be met.

Under exceptional circumstances, the Conservancy may support proposed development outside the existing settlement boundaries, if it is expressly required to meet a local identified social and/or economic need.

Reasoned justification

Development should be sustainably located to allow occupants to fulfil most daily functions, without relying on the use of private motorised transport. Development that is outside of the defined settlement areas and is unsustainable may have a significant and long-lasting adverse impact upon the character and landscape of the AONB.

The Conservancy supports the prioritisation of development within the existing urban hierarchy, as set out in the relevant Local Plan. Whilst it is understood that the LPAs have approved some infill or replacement dwellings outside of these areas, the Conservancy will not normally support new dwellings or additional residential accommodation in these locations unless it can be clearly demonstrated that the development is vital for socio-economic reasons, providing essential affordable housing (in accordance with any local housing needs survey) and/or agricultural worker housing.

It is important that adequate waste water treatment infrastructure is in place to serve new dwellings or additional residential accommodation in the AONB. This will ensure that such infrastructure is not overwhelmed – especially in times of heavy precipitation – resulting in emergency discharge of waste water into the Harbour, with the resulting harm to people and nature that can result from contamination and poor water quality.

The Conservancy will request that LPAs impose occupancy planning conditions to agricultural worker dwellings, on the basis of it being essential for the agricultural worker to be present at their place of employment at all times.



PP05

Package Treatment Plants, Cesspits and Septic Tanks

Applications for developments relying on anything other than connection to a public sewer should be supported by sufficient information to understand the potential implications for the Harbour. If a development involves a package treatment plant and/or a septic tank, the applicant must provide detailed information about how the proposed development will be drained and waste water dealt with.

The applicant must satisfy the Conservancy that the plant will be maintained in accordance with an agreed management plan for the life of the plant or until the development is connected to the public sewer, if sooner. The applicant will be expected to provide a covenant to support such undertaking to maintain the plant.

The Conservancy will object to any application where it is likely to have a significant and adverse impact on water quality in the immediate vicinity of the discharge, or the wider Harbour. New discharges into the Harbour should be avoided due to potential impacts on both water quality and the natural beauty of the AONB landscape.

Reasoned justification

Good water quality is fundamental for the overall health of Chichester Harbour. Water quality sustains ecological processes that support native fish and invertebrate populations, vegetation, wetlands and birdlife. In addition, many people rely on good water quality for recreational use.

Treated sewage discharges have a range of impacts; introducing bacteria and viruses, which affect the Harbour's oyster fishery and human health, particularly if cockles and clams are collected in the vicinity. Nitrates add to the levels of weed growth, with detrimental impacts for habitats and species. The Harbour is failing to meet environmental standards due to excessive nitrates. These effects are exacerbated if the plant is not well maintained.

Where water quality has the potential to be a significant planning concern, an applicant should explain how the proposed development would affect the Harbour and how to mitigate the impacts. The applicant should provide sufficient information for the LPAs to be able to identify the likely impacts on water quality.

Most developments are expected to connect to a public sewer. Where this is not reasonably possible, the preferred solution should be a high quality sealed cesspit, where the contents are not discharged to the local environment. The least favoured options are a package treatment plant or a septic tank. Should either of these options still be considered the output must be treated on site through a suitable filtration system; a constructed reed bed system can be effective in some instances. Any cesspit, package treatment plant or septic tank will have to comply with building regulations and be suitably managed.

Applicants should look to use best available technology to reduce the environmental impact. Installation of a non-mains solution may require an environmental permit from the Environment Agency, which includes a robust management and maintenance plan. These must clearly set out responsibilities, means of operation, and a maintenance schedule to ensure that the plant complies with the permit conditions throughout its lifetime.

PP06

Conversion of Buildings Inside and Outside of Defined Settlements

The Conservancy is unlikely to object to the conversion of buildings inside and outside of defined settlements to an alternative use provided it is demonstrated that:

- Where applicable, the building is no longer required for its original purpose; and
- A structural survey indicates that the building is structurally sound; and
- Protected species and habitats are not detrimentally affected (e.g. bats, owls, great crested newts, water voles and hay meadows); and
- An alternative employment or tourism use is first evaluated for the building and shown by the applicant to be unviable, before dwellings with Class C3 of the Town and Country Planning (Uses Classes) Order 1987 (as amended) are proposed; and
- If a Class C3 dwelling is the most viable use, allowing appropriate repair/refurbishment of the building, the

Conservancy will request occupation is restricted to those needing a countryside location owing to their employment and/or on the basis of a rural exception site to provide affordable housing; and

- The design of any alterations and materials used are sympathetic to the character of the existing building and its rural location.

The Conservancy is likely to oppose proposals whereby a building conversion and its subsequent usage will disturb current levels of tranquillity.

Where a dwelling is permitted within Class C3 of the aforementioned Order, the Conservancy will examine the extent of the residential curtilage proposed and may request that the LPA give consideration to the removal of permitted development rights under the Town and Country Planning (General Permitted Development) England Order 2015.

Reasoned justification

Permitted development rights have been introduced under the aforementioned General Permitted Development Order for the conversion of agricultural buildings.

Agriculture epitomises the landscape of the AONB and it is vital for both nature conservation interests and the rural economy. Applications for the conversion of redundant agricultural buildings, for an alternative use, must be supported by sound evidence justifying the need for the conversion. The LPA is also likely to take advice as to the overall viability of the agricultural unit.

The Conservancy supports sustainable forms of economic development that are appropriate to the character of the AONB and recognises that farmers must be able to adapt, evolve and diversify their business. Where conversion to holiday accommodation is proposed, an accompanying business plan for the venture should be submitted.

PP07

New/Extended Farm and Woodland Buildings

Chichester Harbour Conservancy will not normally object to new or extended farm or woodland buildings where the applicant has demonstrated the proposal is:

- **Necessary for agriculture or silviculture; and**
- **Sited away from visually exposed locations; and**
- **Sub-ordinate to the host building; and**
- **Where possible, grouped with other buildings; and**
- **Adjacent to mature planting and/or screened using native tree and shrub species; and**
- **In accordance with LPA guidance in terms of type, size, design and materials.**

Reasoned justification

The AONB is dominated by arable production with 68% of the land under crops and 15 arable farms. 70% is Grade 1 (excellent) or Grade 2 (very good) agricultural land. Agriculture epitomises the landscape of the AONB and it is vital for both nature conservation interests and the rural economy. The land is a haven for wildlife, and in particular birds, as evidenced in the number of fields supporting dark-bellied brent geese and other waders, as recorded by the Conservancy and its partners. However, farming practices continue to change and the Conservancy is aware that it must take a flexible approach in response to agricultural requirements.

Whilst it is recognised that some agricultural development is permitted development, the Conservancy will seek to minimise the impact upon the landscape of agricultural structures, including in response to 'prior notification' applications. The Town and Country Planning (General Permitted Development) England Order 2015 (as amended) sets out prior notification requirements to LPAs by those seeking to exercise their permitted development rights for certain defined agricultural purposes.

If the Conservancy believes it to be expedient to restrict permitted development because of the impact from agricultural permitted development on the AONB (or a particular area of the AONB), it will urge LPAs to seek an Article 4 direction either across the AONB, or within the affected sensitive landscape area(s).

Chichester District Council has published specific guidance on farm buildings, and Havant Borough Council has adopted an overarching Design Supplementary Planning Document, to assist developers, when designing their proposals. Chichester District Council recommend a darkish khaki or bluish grey appearance and a dark slate grey colour, such as B.S. colour 18B 25 or 27 or a Khaki B.S. 1 OB/27 as these have been found to be the most sympathetic colours where buildings will be viewed against trees. The Conservancy will encourage dark colours, like these, to ensure the building blends in to its landscape setting.

The Conservancy has concerns over the intrusiveness of horticultural buildings within the landscape with the often large expanses of glass or polytunnels visible at great distances as well as within the immediate landscape of the AONB.

PP08

New Tourist Accommodation

The Conservancy is likely to object to applications for new or extended caravan or tourism accommodation sites within or adjacent to the AONB, unless it can be demonstrated that there would be no harm from visual intrusion, noise, increased recreational activity or erosion of rural character.

The Conservancy is likely to object to any application for caravan rallies or other caravanning/camping-related activity unless it can be demonstrated that the location does not have a detrimental impact upon the AONB or nature conservation interests and it is for a duration or recurrence which is compatible with the rural character of the AONB.

Reasoned justification

Permitted development rights exist to Members of the Camping and Caravanning Club to have up to 5 pitches for caravans within the curtilage of the Member's (residential) property and other rights relating to the temporary use of land also exist, under the General Permitted Development Order.

Planning permission for tented accommodation is required where the AONB falls within Chichester District under an Article 4 Direction.

Caravan parks containing transportable but largely static mobile homes are well-established in the AONB, as a result of the growth in countryside tourism during the 1960s and 1970s. With changing industry trends, it is unlikely that new proposals of this nature will come forward. Nevertheless, the Conservancy will carefully consider any such proposals, given the impact on the landscape and the visual prominence that these developments can have. More bespoke forms of accommodation, such as pre-fabricated lodges or the conversion of existing buildings, have added self-catering tourist accommodation to the market place.

The Conservancy will look to persuade the LPA to impose suitable planning conditions to ensure that the accommodation created cannot be occupied the whole year round and thus is genuinely available to those who wish to stay and explore the AONB, rather than those who would treat such accommodation as a second home or main home. Where such accommodation would contain all the necessary amenities to enable day-to-day living, the Conservancy would not wish to see such accommodation becoming permanent general purpose housing, which is not supported outside of the defined settlement boundaries.

It may be necessary for some forms of tourism development to be accompanied by an Appropriate Assessment under the 2010 Conservation of Habitats and Species Regulations, which may only be supportable where appropriate and adequate mitigation can be offered.

PP09 Dark Skies

The Conservancy is likely to support lighting proposals that reduce the adverse impact of artificial light in Chichester Harbour. The Institution of Lighting Professionals published best practice guidance in 2011.

Lighting proposals that are adjacent to or impact on areas of nature conservation will only be supported in exceptional circumstances. A statement outlining where the light will shine; when the light will shine; how much light will shine; the possible ecological impact and a series of mitigation measures, if appropriate, should accompany a planning application.

The Conservancy is unlikely to object to the lighting element of applications for prior approval or planning permission within and adjacent to the AONB, where the application includes evidence to demonstrate the following:

- The lighting proposals are the minimum needed for security and/or working purposes; and
- Any obtrusive light from glare or light trespass is an acceptable level; and
- Light beams will not be pointed out of windows; and
- Security lights are fitted with passive infra-red detectors (PIRs) and/or timing devices so as to minimise nuisance to neighbours and are set so that they are not triggered by traffic or pedestrians passing outside the property or premises; and
- Overall compliance with the published best practice guidance from the Institution of Lighting Professionals.

The Conservancy will object to any proposed development that includes smooth, reflective building materials, including large horizontal expanses of glass, particularly near the edge of the water, as this has potential to change natural light and to create polarised light pollution affecting wildlife.

Reasoned justification

The night sky is part of the scenic beauty of the AONB and should be conserved and enhanced. Light pollution is the light that is wasted upwards and reflects off the atmosphere, causing a visible night time blanket. According to the Campaign to Protect Rural England, Chichester Harbour has the third highest level of light pollution across all of England's

34 AONBs (as of 2016). Light pollution is a problem for various reasons, including energy wastage, detrimental effects on human health and psychology, erosion of tranquillity and disruption of ecosystems.

Obtrusive light is generally a consequence of poorly designed or insensitive lighting schemes. The three main problems associated with obtrusive light are:

- Sky glow - the orange glow seen around urban areas caused by a scattering of artificial light by dust particles and water droplets in the sky;
- Glare - the uncomfortable brightness of a light source when viewed against a darker background; and
- Light trespass - light spilling beyond the boundary of the property on which a light is located.

Each of the three types presents very different problems for the general public and for the environment as a whole.

Sky glow is the result of wasteful and ill-directed lighting and reduces the ability of people to see the natural night sky. This is a problem in rural locations. Artificial lighting can destroy local character by introducing a suburban feel into rural areas.

Glare and insensitive lighting can have serious implications for motorists who may become distracted or blinded by glaring lights spilling out on to the highway. Bright or inappropriate lighting in the countryside can also have severe ecological implications.

Obtrusive light in rural locations can affect the natural diurnal rhythms amongst a wide range of animals and plants. Light trespass is a common problem and can intrude on the residential amenity in both urban and rural settings causing stress and anxiety for people affected. In addition to these specific problems, obtrusive light represents a waste of energy, resources and money.

The Institution of Lighting Professionals has published guidance on acceptable levels of illumination for specific environmental zones, which relate broadly to the rural areas. All new developments should be designed so as to adhere to these best practice guidelines.



PP10 Shoreline Defences

The Conservancy has a hierarchy of preferred approaches to shoreline defences, as detailed in the Sustainable Shorelines: General Guidance document. The Conservancy is unlikely to object to proposals that entail:

- **Removing and not replacing existing defences; or**
- **Managed realignment, where appropriate; or**
- **Adaptive management, where appropriate.**

In locations where existing defences are present, the Conservancy is unlikely to object to a ‘like-for-like’ replacement providing that the applicant demonstrates that the defences are still required. The Conservancy prefers the use of materials that naturally degrade (i.e. timber rather than rock or concrete).

The Conservancy is likely to object to the installation of new, strengthened, or improved defences if they will have an adverse impact on habitats, species or safety of navigation.

Reasoned justification

Chichester Harbour covers 75 square kilometres and 86 kilometres of shoreline. The natural shoreline has a wooden fringe of coastal oaks with extensive saltmarshes, mudflats and sub-tidal channels. Approximately 41% of the Harbour is fully submerged at high tide and around two-thirds of the Harbour has shoreline defences.

Strategic guidelines for Chichester Harbour are outlined in the North Solent Shoreline Management Plan (2010) and at a local level through the Chichester Harbour Sustainable Shorelines: General Guidance document. The Environment Agency also published Estuary Edges: Ecological Design Advice (2013), which provides guidance on making a positive contribution towards estuary management. The Conservancy’s preferred shoreline defence is a soft approach using natural vegetation that is sympathetic to the landscape character and visual amenity of the AONB.

The choice of shoreline defence will depend on the existing and adjacent defences, the degree of exposure to wave action, the potential impact on the local environment, and any special requirements relating to access, amenity, etc.

The shoreline defences in the Harbour are constructed with varying designs and materials. Many have degraded over time and will require repair or enhancement to keep in line with sea level rise in the future. Where works on existing shoreline defences are modest in scale or constitute ‘like for like’ repairs, these are likely to be supported by the Conservancy as they are unlikely to have an adverse effect on the adjacent habitats or a harmful visual impact.

Larger-scale works are likely to have greater landscape and nature conservation impacts. The Conservancy will require justification for the works and details of how landscape and nature conservation impacts will be addressed, avoided or compensated for. The Conservancy will also seek the opportunity to replace an existing defence with natural solutions.

The Conservancy will also need to consider the potential impacts of any shoreline defence works on navigation within the Harbour, both from direct impacts and those arising from any change in hydro-dynamics and sediment movement. Where shoreline defences do not currently or historically exist, the Conservancy is unlikely to support an application for new defences because of the landscape character, visual amenity and nature conservation impacts.

In order to address the gradual loss of intertidal habitats over time as sea levels rise (known as ‘coastal squeeze’), the Conservancy is likely to support appropriate managed realignment sites as a preference to maintaining existing coastal defences. Any such scheme should also adequately address the outer defences, which should not just be abandoned and left to degrade to the detriment of the landscape and nature conservation interests.

PP11

Intertidal Structures

Planning applications for intertidal structures will be assessed for their impact on the visual land/seascape, nature conservation and navigational safety.

The Conservancy is unlikely to object to 'like-for-like' replacements, unless the existing structure:

- Is unauthorised and is either:
 - a) The subject of current enforcement action; or
 - b) In the Conservancy's view, should be the subject of enforcement action; or
- Is dilapidated or collapsed and the applicant is unable to evidence its use in the last 10 years.

If alterations are proposed to an intertidal structure that would materially affect its appearance, the Conservancy is unlikely to object provided the silhouette/footprint of the structure does not materially increase and materials with dark/muted/matte colour finishes are proposed.

The Conservancy will only support new or enlarged intertidal structures where:

- It is demonstrated they are for essential public use or it is demonstrated the development is necessary to ensure the continued viability of a marine related enterprise; and
- Any nature conservation impact can be mitigated; and
- There is no adverse land/seascape or visual amenity impact; and
- Safety of navigation is maintained.

Reasoned justification

The Harbour is designated as internationally important for nature conservation and the 2010 Conservation of Habitats and Species Regulations require any proposals likely to have a significant effect on the designated site to be assessed by the competent authority. Natural England will assess whether any proposed development within the intertidal area will have any relevant effect on the habitats and species of interest. In all cases, applicants should discuss their proposals with Natural England, the LPA and the Conservancy to ensure that all relevant issues and consents are identified and applied for.

All proposals below mean-high-water springs will require a Works Licence from the Conservancy. Applications for both planning permission and a Works Licence should be accompanied by a detailed method statement, which outlines the construction process and how adverse impacts on the designated sites will be avoided.

In some instances an Appropriate Assessment will be required to more fully assess the potential impacts before the LPA, Natural England and the Conservancy can determine whether the development is acceptable and if so what conditions may be necessary. A licence will also be required from the Marine Management Organisation and in some cases a licence or environmental permit from the Environment Agency.

Where a significant impact on the designated sites would arise (for example, from an increase in footprint/shading as a result of the proposed structure), this will need to be compensated for to ensure that there is no net loss of intertidal habitat.

Where it has been demonstrated that a new intertidal structure is essential for public use, adequate compensation will need to be provided to offset any impacts on nature conservation interests from the introduction of a new structure. The application will also need to demonstrate that there are no adverse impacts on the landscape character or visual amenity of the AONB or the safety of navigation. Where a new structure is only for private use, the Conservancy is highly likely to object to such a structure because of the likely significant impacts upon the landscape character and visual amenity of the AONB and the impact on nature conservation interests. There are also likely to be impacts upon navigational safety.

Examples of compensation include the removal of equivalent existing structures or material from the intertidal area, the provision of additional intertidal habitat elsewhere, and the surrendering of existing swinging moorings or other boat storage facilities.

Where repairs are contemplated to an existing intertidal structure, advice should be sought from the LPA as to the need for planning permission for such work. The LPA may invite an application for a Certificate of Lawfulness of proposed development. In all cases, supplying the LPA with photographs and drawings of the existing structure and a detailed written schedule of the work contemplated will speed-up this process.

Significant elevational changes to existing intertidal structures are unlikely to be supported by the Conservancy - (unless they are essential for public or commercial use and any impacts can be adequately mitigated) - because of their likely long-term impact on the AONB.

The cumulative impact of private householders installing new structures which extend into the Harbour could be seriously damaging to this highly sensitive coastal landscape as well as to the wildlife interest of the AONB and to the safety of navigation on the water. For these reasons, the Conservancy exercises a presumption against the introduction of new intertidal structures for private use.

In order to support marine-related businesses, the Conservancy will not apply this presumption where it can be demonstrated that the structure is essential for the success of the business and it would not have an adverse impact on the environment.

Depending upon the extent of collapse and dilapidation and the timeframe, this type of application can effectively mean the introduction of a new structure. As such, adequate compensation will need to be provided to offset any impacts on nature conservation interests, weighed against the habitat benefits the existing structure may offer. The applicant should demonstrate that the new structure would not have a detrimental impact upon the landscape character or visual amenity of the AONB or navigational safety.



PP12

Limits on Marinas and Moorings

The Conservancy is unlikely to object to a proposal for a new marina in the AONB if the applicant can demonstrate that all the existing marinas cannot be extended and any new berths are matched by a reduction in the same number of existing moorings.

The Conservancy is also unlikely to object to the extension of an existing marina in the AONB providing any new berths are matched by a reduction in the same number of existing moorings.

The Conservancy is likely to support proposals for the re-distribution of moorings to established marinas. It is unlikely to support proposals which result in a net increase in the number of moorings or marina berths.



Reasoned justification

Since the Conservancy was established in 1971 there has been a moratorium on the number of moorings and marina berths due to congestion in the Harbour at peak periods, which can be dangerous and may detract from the value of recreational experience. The Conservancy's vessel movement surveys show that a vessel passes the busiest transit every 6 seconds, over the peak half-hour period, and a further increase would lead to dangerous sailing conditions. Therefore, any schemes which propose to increase the number of marina berths will need to be offset by 'wasting' an appropriate number and type of moorings.

PP13

Public Access to the Water and New Launch-on-Demand Facilities

The Conservancy will object to any new facility which will provide a net gain in public access to the water for vessels or will increase the number of vessels using the Harbour.

The Conservancy will support proposals for storage buildings/ structures and areas of hard standing and associated means of enclosure related to the secure storage and operation of launch-on-demand boat services tied to new public access points to the water, where it can be demonstrated that:

- **Such facilities are required to enable the continued viability of an existing marine-related enterprise or established recreational club with existing public shoreline access to the Harbour. Where such facilities represent a consolidation of several separate areas and access points, and tidying-up a site, the Conservancy may be more favourably disposed to such proposals, if the re-instatement of abandoned areas offers an enhancement to the AONB overall; and**
- **Any increase in recreational activity would not harm nature conservation interests; and**
- **Any increase in recreational activity would not be detrimental to navigational safety.**

Reasoned justification

The Conservancy recognises that the Harbour is very close to capacity in terms of water-based recreational use, which can lead to issues of safety of navigation and detract from the recreational experience itself. Therefore, the Conservancy will continue to maintain its moratorium on the number of deep water moorings, object to proposals for new marinas and any new facilities which will provide new public access to the water for vessels.

A 'launch-on-demand' facility refers to a fixed structure to store, or mobile structure to lift boats into the water and then allow the boat to float off the supporting structure and vice versa. Very often, for reasons of security, a mobile structure may require to be housed in a building close to the shoreline and areas of hard standing, perhaps enclosed by fencing and may also be required to 'marshal' boats waiting to be launched.

Where such works require planning permission, the Conservancy will require that the natural beauty of the AONB and its nature conservation interests are given priority over recreational and maritime business interests. Where the latter are not compatible with the former, the Conservancy will be likely to object to such proposals.



PP14

Horse/Pony Grazing and Related Structures

The Conservancy is unlikely to object to applications for horse and/or pony grazing provided that the proposal does not have an adverse impact on the landscape or any nature conservation interests.

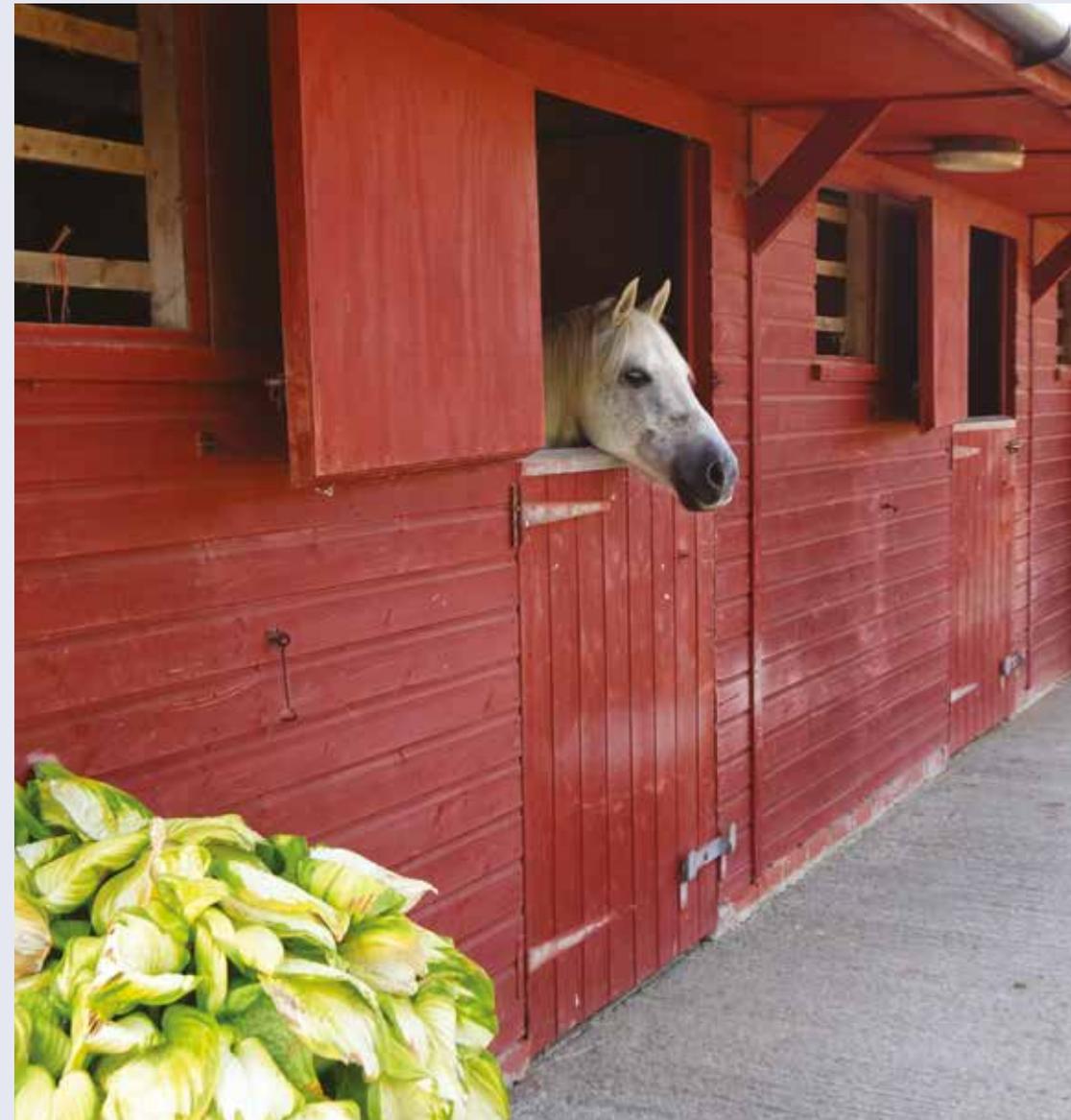
The Conservancy is unlikely to object to horse/pony-related structures that are:

- Sensitively sited so as not to be obtrusive in the AONB landscape; and
- Simple in appearance and modest in scale; and
- Constructed using a palette of natural materials with a muted finish.

Reasoned justification

The use of agricultural land for horse and pony grazing can have a detrimental effect on the character of the AONB, erode its rural qualities and interfere with its recorded use by wildlife. This is particularly true where paddocks are poorly managed, fields are subdivided with inappropriate fencing or where horse shelters are prolific, poorly constructed and not maintained. These together with other paraphernalia such as jumps and horse equipment stored outside of the buildings can have a detrimental impact, particularly in exposed locations.

The Conservancy may ask the LPAs to attach conditions to control the overall appearance of the development, which may include asking for a restriction on the outside storage of equipment and the use of post and rail fencing rather than plastic.



PP15

Signage Requiring Express Advertisement Consent

The Conservancy is unlikely to object to applications for signage where:

- **The proposal relates well to the setting of the host building(s) or where the signage is positioned on buildings so as to respect the elevational composition of the building and avoid visual clutter; and**
- **Opportunities are sought for a single, co-ordinated sign at the common entrance to shared business premises; and**
- **The proposal is not harmful to the rural character of the AONB.**

Reasoned justification

Chichester Harbour AONB is a Special Area of Advertisement Control as established by an Order on 27 November 1997, where the AONB falls within Chichester District. Special justification will be needed for directional signage not commissioned through the local Highways Authority. It is considered that with the advent of satellite navigation and good mapping on the internet, excessive directional signage is unnecessary and unduly clutters the highway network in the AONB, possibly also distracting drivers, which could have an adverse highway safety impact on non-vehicle users of the highway.

Proposals should be of a size which does not dominate the setting or elevation of a building. The top of any projecting signage to a shop front should generally be contiguous with the top of any fascia signage. The use of wooden, hand painted and non-illuminated signage, avoiding the use of garish or day-glow colours is unlikely to be objected to.

Where an applicant can provide written justification for the need for illumination (e.g. for health and safety reasons), external illumination by cowed/trough down lighting will be preferred. The housing for such down lighting should be colour finished, rather than bare metal, with matte black powder coating as a favoured option.

The Conservancy will use the recommendations of the Institute of Lighting Engineers for lit and unlit zones, especially to preserve the sense of darkness, remoteness and tranquillity outside defined settlement boundaries.

PP16

Renewable Energy

Micro-renewable energy installations are understood to be small scale and typically located adjacent to residential properties and/or small businesses. The Conservancy is likely to support proposals for micro-renewable energy installations under the following criteria:

- **To be sited discreetly or out of view from public vantage points; and**
- **As far as practicable, to minimise their impact on the appearance of the installation on the site and/or building; and**
- **To be unobtrusive in relation to the wider landscape setting; and**
- **To operate at noise levels not exceeding 10dB(A) above background noise levels, within 50 metres of the installation.**

The Conservancy is likely to object to all other sized renewable energy installations due to the potential detrimental visual and/or other impacts on the landscape of the AONB.

Reasoned justification

Permitted development rights for micro-generation are currently set out in the Town and Country Planning (General Permitted Development) England Order 2015. The LPA can advise on whether works are, or are not, permitted development

As the scale of the renewable energy installations increases, so does the potential for visual and other impacts on the AONB. In certain circumstances, the long-term impacts of the technologies may be capable of being adequately mitigated and applicants would be required to provide further details of any such proposed mitigation.

The scale of renewable energy installations will be assessed in terms of their height, site coverage and bulk in their immediate context. With respect to wind turbines, any adverse impact can be experienced over considerable distances. In addition, large wind turbines or large installations of turbines are likely to have impacts on nature conservation interests and the tranquillity of the AONB. Given the scale of these technologies it is unlikely that their wider impacts could be successfully mitigated.

PP17

Telecommunication Development

The Conservancy is unlikely to object to applications for prior approval or planning permission for telecommunications development within and adjacent to the AONB, where the application includes evidence to demonstrate the following:

- There is an essential need for the development in the proposed location; and
- Evidence that the potential for mast sharing and/or undergrounding has been thoroughly explored and it is explained why these options are not possible; and
- That other, less sensitive locations have been fully considered and why these have been discounted; and
- The height, colour and design of the development have been designed to reduce visual impacts; and
- Details of natural, or appropriate other screening is included.

Reasoned justification

Telecommunication development, especially masts, can have a detrimental impact on the wider landscape of the AONB, whether they are located within or adjacent to the AONB boundary. Applicants are encouraged to consider reducing the impacts of these often intrusive vertical features in the landscape and will need to demonstrate the need for the mast or masts in the location proposed, including information regarding existing signal coverage.



PP18

Access Infrastructure

Proposals to improve infrastructure related to walking, cycling and ease of use of public transport are likely to be supported by the Conservancy.

Reasoned justification

The AONB designation was awarded in part because it was recognised that the environment of Chichester Harbour should be protected for the nation and future generations to enjoy. However, road access around the Harbour can often become congested at peak spring and summer periods.

The Conservancy supports the ability of the public to make informed decisions about sustainable travel choices when visiting and moving around the AONB, and will seek to reduce reliance on use of private motor vehicles.

Local Transport Plans produced by Hampshire County Council and West Sussex County Council seek to achieve an improvement in modal shift to walking, cycling and use of public transport. The Conservancy will work with its partners to promote new initiatives to achieve these changes.

To improve integrated access within the AONB, the Conservancy will support initiatives that are sensitively executed, with minimum visual impact in the wider landscape, so as to retain the rural character of many of the highways passing through and across the AONB, including:

- New and improved bus stops and shelters, including the introduction of real time information systems; and
- Safer pedestrian and cyclist connections between new developments and local amenities such as shops, schools and bus stops; and
- Replacement/new wayfinding signage to encourage walking and cycling in the AONB.



Section 4

Appendix



Chichester Harbour in Facts and Figures

The purpose of a State of the AONB Report, which is a separate and accompanying document to the Management Plan, is to collate the latest available facts and figures to assist with the development of policies. The first two Chichester Harbour AONB State of the AONB Reports were prepared and published by Land Use Consultants (LUC), firstly in 2013 and then updated in 2018. Both are available to download from Chichester Harbour Conservancy's website.

Biodiversity

- 51% of Chichester Harbour AONB is designated as Sites of Special Scientific Interest (SSSI), covering 3,965 hectares.
- There are 3 internationally Important Birds that use the Harbour: dunlin, dark-bellied brent geese and black-tailed godwit.
- There are 8 nationally Important Birds that use the Harbour: redshank, curlew, grey plover, bar-tailed godwit, ringed plover, little egret, red breasted merganser, and greenshank.
- There are approximately 40 harbour (common) seals and 10 grey seals.
- There are approximately 200 maritime taxa including invertebrates, algae and fish.

Business

- There are 455 businesses in Chichester Harbour.
- The most common type of businesses in the AONB are professional, scientific and technical services (19%) and wholesale and retail trade, repair of motor vehicles (16%).
- Manufacturing (17%), wholesale and retail trade, repair of motor vehicles (16%) and service of accommodation and food (13%) employ the greatest number of people.
- 7,800 people are within employment age, of which 45% (3,500) are employed, compared to 61% in the South East. This is explained by high number of retired people living in Chichester Harbour, 31%, compared to 21% in the South East.
- Primary and secondary industries such as agriculture (7%), manufacturing (9%) and construction (11%) are other common business types found in the Harbour.

- Micro businesses are very significant employers within the Harbour, particularly when compared with the rest of the South East. In both areas, micro businesses account for around 75% of businesses, but they provide 45% of employment within the Harbour compared to 17% in the wider South East area.
- 1.5 million people visit Chichester Harbour every year, of which over 500,000 visit the West Wittering Estate and/or East Head.
- In 2009 the total value of Chichester Harbour was estimated to be £2.78 billion, made-up from maritime businesses (£524 million), residential property (£2,151 million), tourism (£44 million), land values (£52 million) and recreation (£1.2 million).

Farming

- 70% of farming land within Chichester Harbour is within Grades 1 (excellent) and 2 (very good), reflecting the highly fertile land which is suited to arable cropping and cereal growing.
- The farmed land around Chichester Harbour is dominated by arable farming which comprises 78.7% of agricultural land. The area of land used for cereal cropping has increased to 2,202 hectares in 2016. While the total amount of farmland has increased, the total number of holdings has fallen in recent years, demonstrating a trend towards larger holdings.
- The amount of land managed under agri-environment schemes (Environmental Stewardship or Countryside Stewardship) has declined by 64.8% from 1,892 hectares in 2013 to 666 hectares in 2018. This is because many of the Environmental Stewardship Schemes within Chichester Harbour have come to an end.
- Livestock numbers have declined significantly since 2009. The number of farms with grazing livestock has decreased from nine (2009) to three (2016).

Historic Environment and Heritage Assets

- There are 4 Scheduled Monuments, at Fishbourne Roman Palace, Tournurbury Hillfort, Warblington Castle, and Black Barn.
- There are 271 Listed Buildings, comprising 7 Grade 1, 5 Grade 2* and 259 Grade 2.
- There are 1,000 Historic Environment Record (HER) sites.
- There are 10 Conservation Areas, all with up-to-date Conservation Character Area Appraisals.

Landscape Character

- The AONB covers 7,400 hectares (29 square miles) of which 41% is below mean high water springs
- There are 9 Landscape Character Types.
- There are 16 Landscape Character Areas.
- There are 86 kilometres (53 miles) of shoreline of which 24 kilometres (15 miles) are undefended and natural.
- According to the Intergovernmental Panel on Climate Change, 1,331 hectares of lowland may be at risk of flooding by 2100, 32% of Chichester Harbour.

Population and Housing

- The population of Chichester Harbour has increased from 10,502 to 10,585 between 2011 and 2016.
- There are 5,069 dwellings.
- Levels of overall deprivation are generally amongst the lowest in England.
- Conversely, levels of deprivation against the 'Barriers to Housing and Services' indicator are among the most deprived in the country. This is likely to be a result of high property prices.
- Average property values in Chichester Harbour are £392,897, 5.3% higher than those across the South East region, which average £373,100.
- Chichester District and Havant Borough as a whole have a significant number of second home owners, totalling 10,649.
- There has been no affordable housing built in Chichester Harbour for many years.

Public Rights of Way, Permissive Paths, Bridleways and Cycle Routes

- There are 91.5 kilometres of Public Rights of Way (56.5 miles).
- There are 12 kilometres of Permissive Paths (7.5 miles).
- There are 5 kilometres (3 miles) of the Solent Way in Chichester Harbour (total length is 60 miles, 97 kilometres).
- There are 12 kilometres of dedicated cycle route, the Salterns Way (7.5 miles).
- There is 1 kilometre of bridleway (0.6 of a mile).
- There are over 40 interpretation panels around Chichester Harbour.

Sailing & Boating

- There are 30 square kilometres of water (11.5 square miles).
- There are 27 kilometres of well-lit channels (17 miles).
- There are 10,500 registered vessels.
- There are 5,200 moorings and marina berths.
- There are 14 sailing clubs.
- Every year 25,000 people enjoy the Harbour's waters for racing, cruising and fishing.

Transport and Services

- All settlements within Chichester Harbour can access online grocery delivery.
- There are 5 schools, 11 churches, 2 GPs and 2 post offices.
- Chichester Harbour is generally well serviced with bus service along the main roads. Several rural roads, up to 2 miles from the main road, either do not have a bus route or it only operates on an occasional basis.

Trees and Woodlands

- Total woodland cover in the AONB is 158.9 hectares. The majority of woodland cover within the AONB is broadleaved (89%), which covers a total of 142 hectares. The amount of broadleaved woodland has remained approximately the same since 2013. However, young trees now comprise 6% of woodland cover; this figure has doubled in the last five years.
- Ancient and semi-natural woodland covers 71 hectares (or 1%) of Chichester Harbour. This has not changed since 2013.
- Between 2014 and 2017, Chichester Harbour Conservancy planted 8,585 trees, in partnership with the Friends of Chichester Harbour.

Water Quality

- The designated bathing site at West Wittering Beach has had an 'Excellent' water quality rating since 2014.
- Between 2016 and 2019, all of the 11 water quality testing areas within Chichester Harbour were compliant when measured against the EU Bathing Water Directive.

Locally Designated Sites

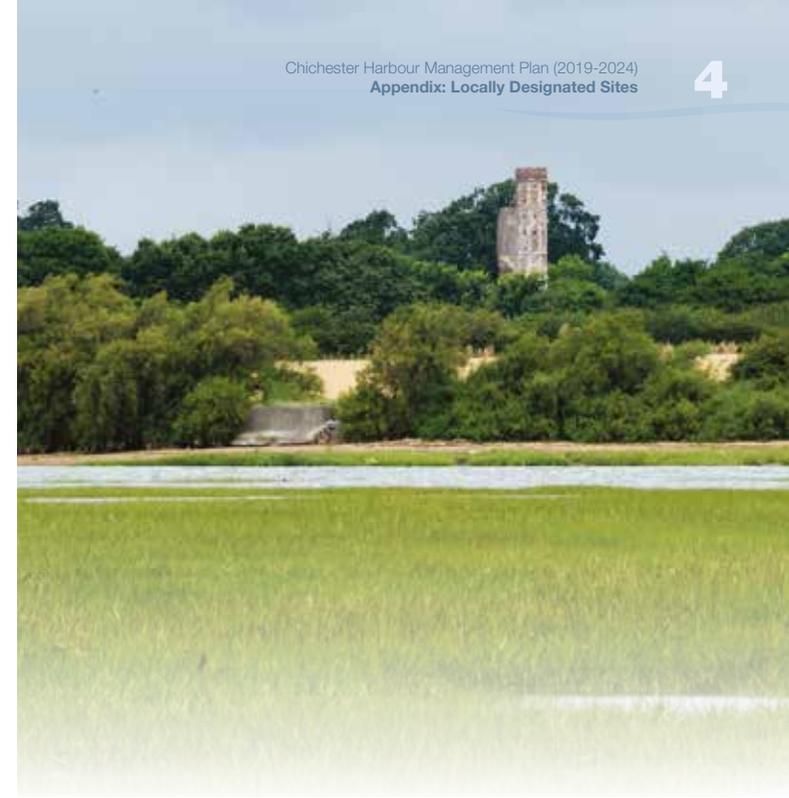
Conservation Areas, Dark Sky Discovery Sites and Nature Reserves

Conservation Areas are designated in recognition of special architectural and historic interest.

| Conservation Area | Local Planning Authority |
|-------------------|--------------------------|
| Bosham | Chichester |
| Dell Quay | Chichester |
| Fishbourne | Chichester |
| Prinsted | Chichester |
| West Itchenor | Chichester |
| West Wittering | Chichester |
| Emsworth | Havant |
| Langstone | Havant |
| Wade Court | Havant |
| Warblington | Havant |

Dark Sky Discovery Sites are places that are away from the worst of any local light pollution, provide excellent sightlines of the sky and have good public access, including firm ground for wheelchairs.

| Dark Sky Discovery Site | Local Planning Authority |
|--|--------------------------|
| Eames Farm, Thorney Island | Chichester |
| Maybush Copse, Chidham | Chichester |
| North of the John Q. Davis Footpath, West Itchenor | Chichester |



Local Nature Reserves are locally important and are designated to be protected them from nearby development.

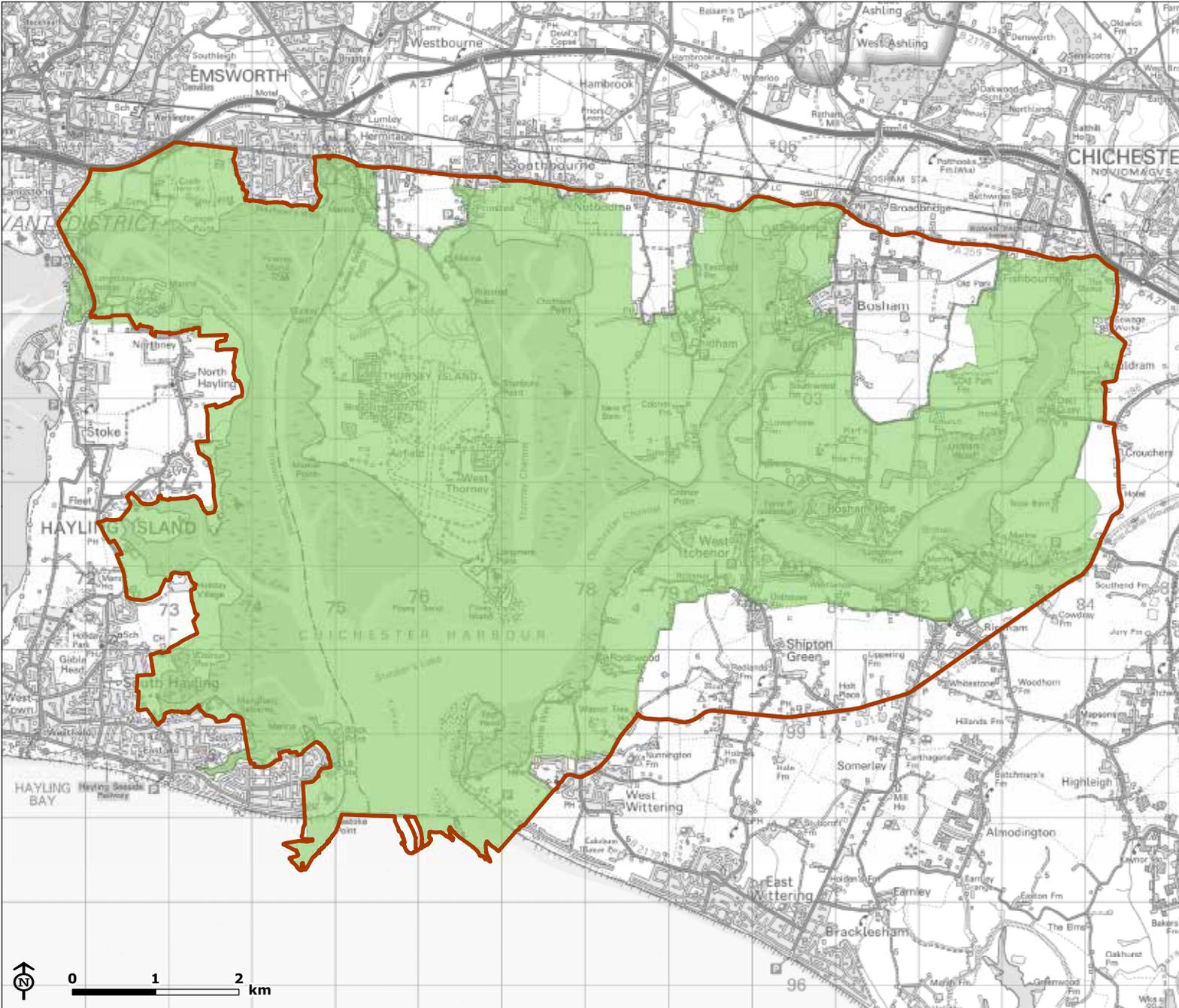
| Local Nature Reserve | Local Planning Authority |
|----------------------|--------------------------|
| Eames Farm | Chichester |
| Pilsey Island | Chichester |
| Nutbourne Marshes | Chichester |
| Gutner Point | Havant |
| Sandy Point | Havant |

Map A

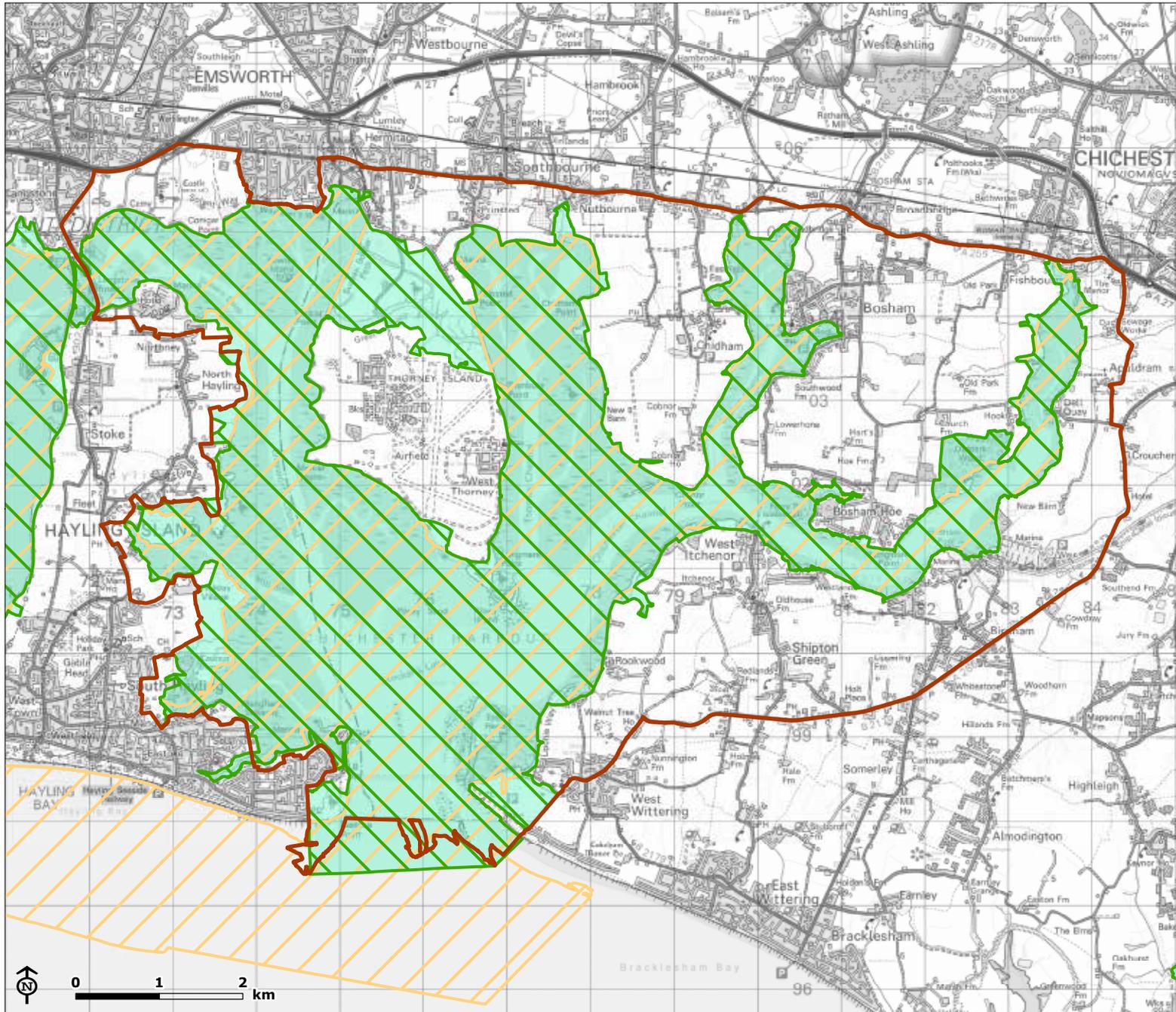
- Amenity Area**
-  Chichester Harbour AONB as designated in 1964
 -  Chichester Harbour Conservancy Amenity Area, as designated in 1971

Source: Chichester Harbour Conservancy

Map Scale @ A4: 1:65,000



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Map B

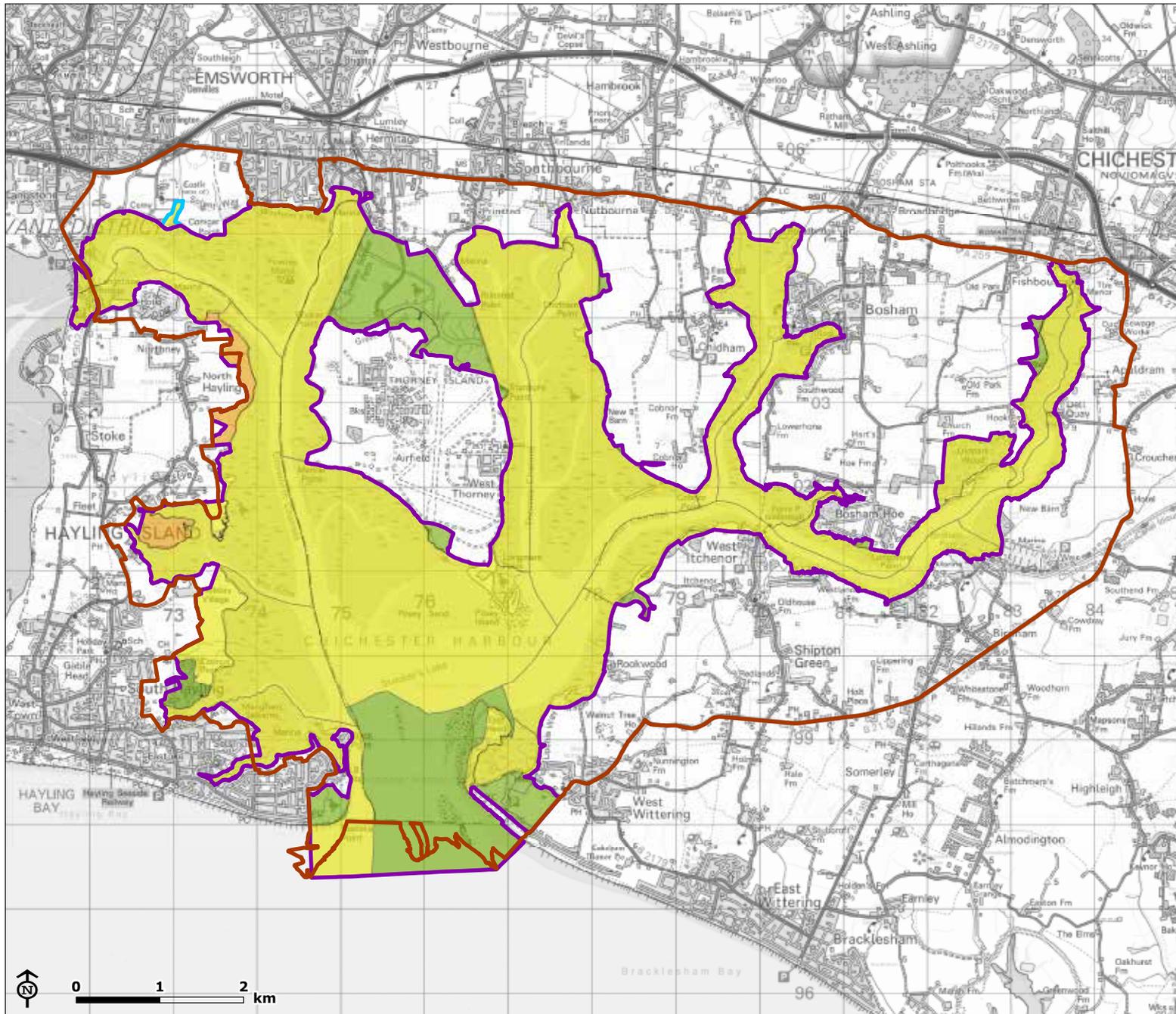
Worldwide and European Designations

-  Chichester Harbour AONB
-  Special Area of Conservation
-  Special Protection Area
-  Ramsar

Map Scale @ A4: 1:65,000



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Map C

Site of Special Scientific Interest

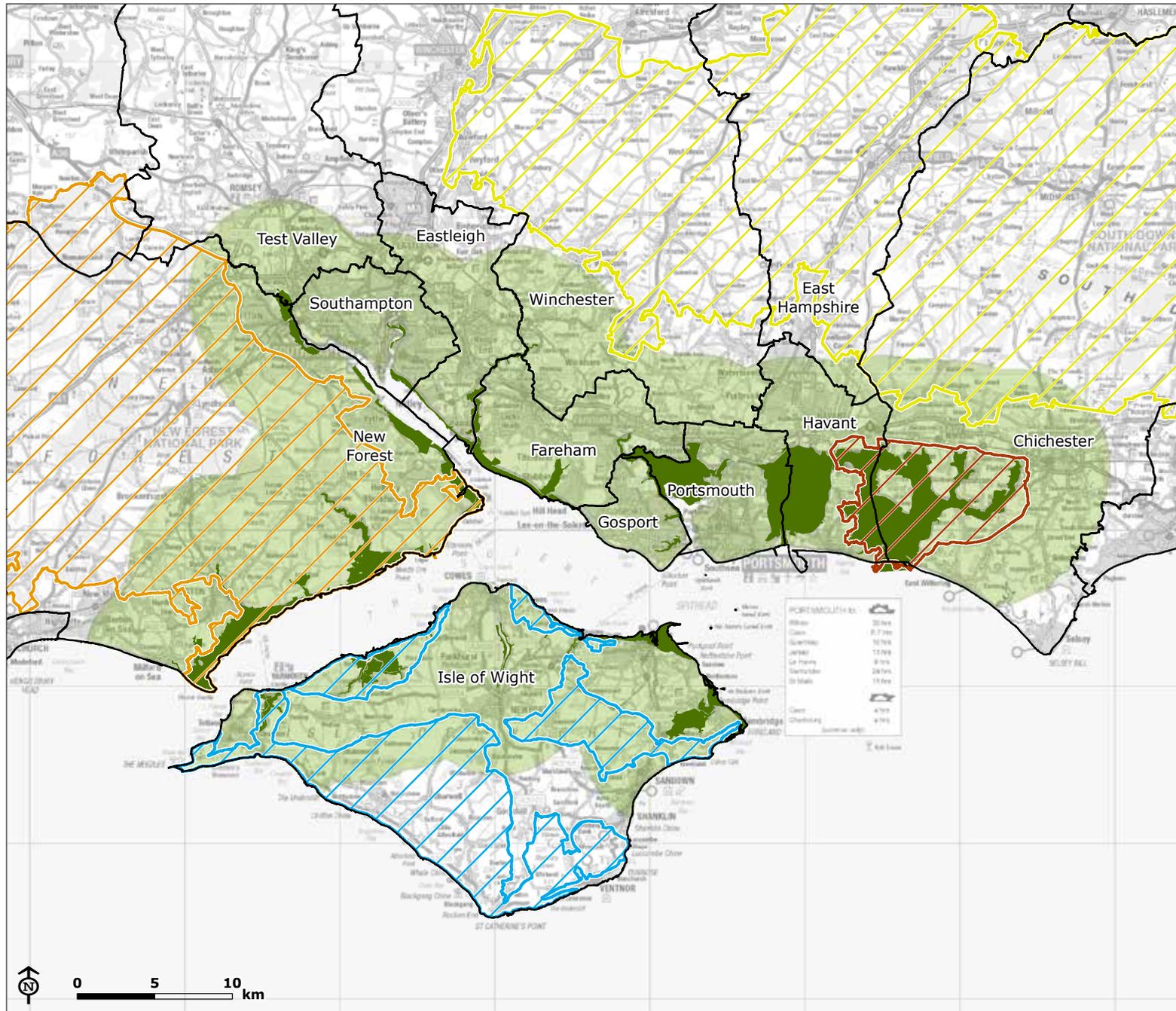
- Chichester Harbour AONB
- SSSI name**
- Chichester Harbour
- Warblington Meadow
- SSSI condition**
- Favourable
- Unfavourable recovering*
- Unfavourable no change

* Old Park Wood was recently upgraded by Natural England to 'unfavourable recovering'

Source: Chichester Harbour Conservancy

Map Scale @ A4: 1:65,000





Map D

Bird Aware Solent

- Solent Special Protection Area
- 5.6 km Zone of Influence
- Local Authority
- Chichester Harbour AONB
- Isle of Wight AONB
- New Forest National Park
- South Downs National Park

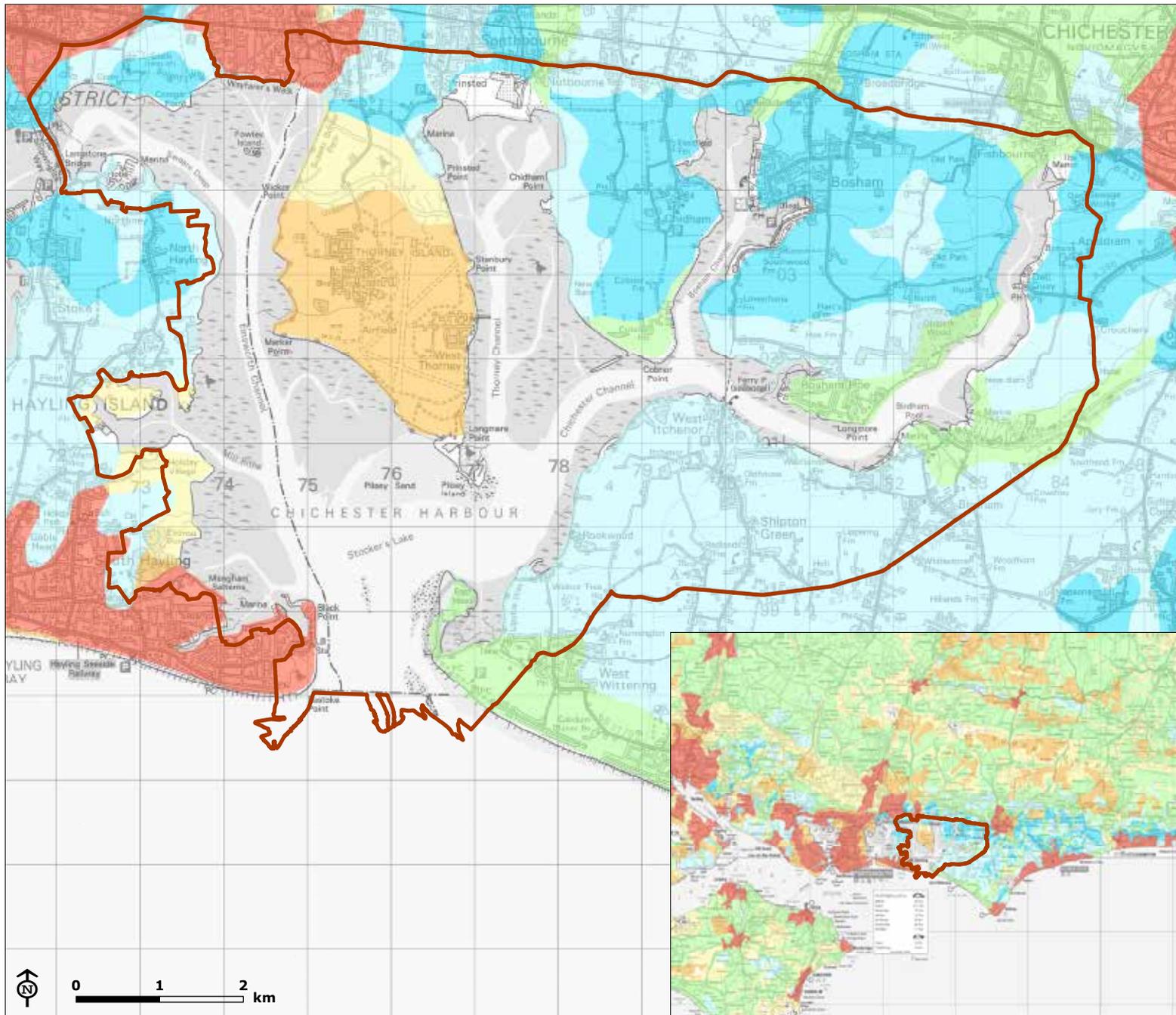
The developers of all new dwellings built within 5.6 kilometres of the Special Protection Area must pay a levy to Bird Aware Solent to offset recreational disturbance.

Source: Bird Aware Solent, Natural England

Map Scale @ A4: 1:350,000



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Map E

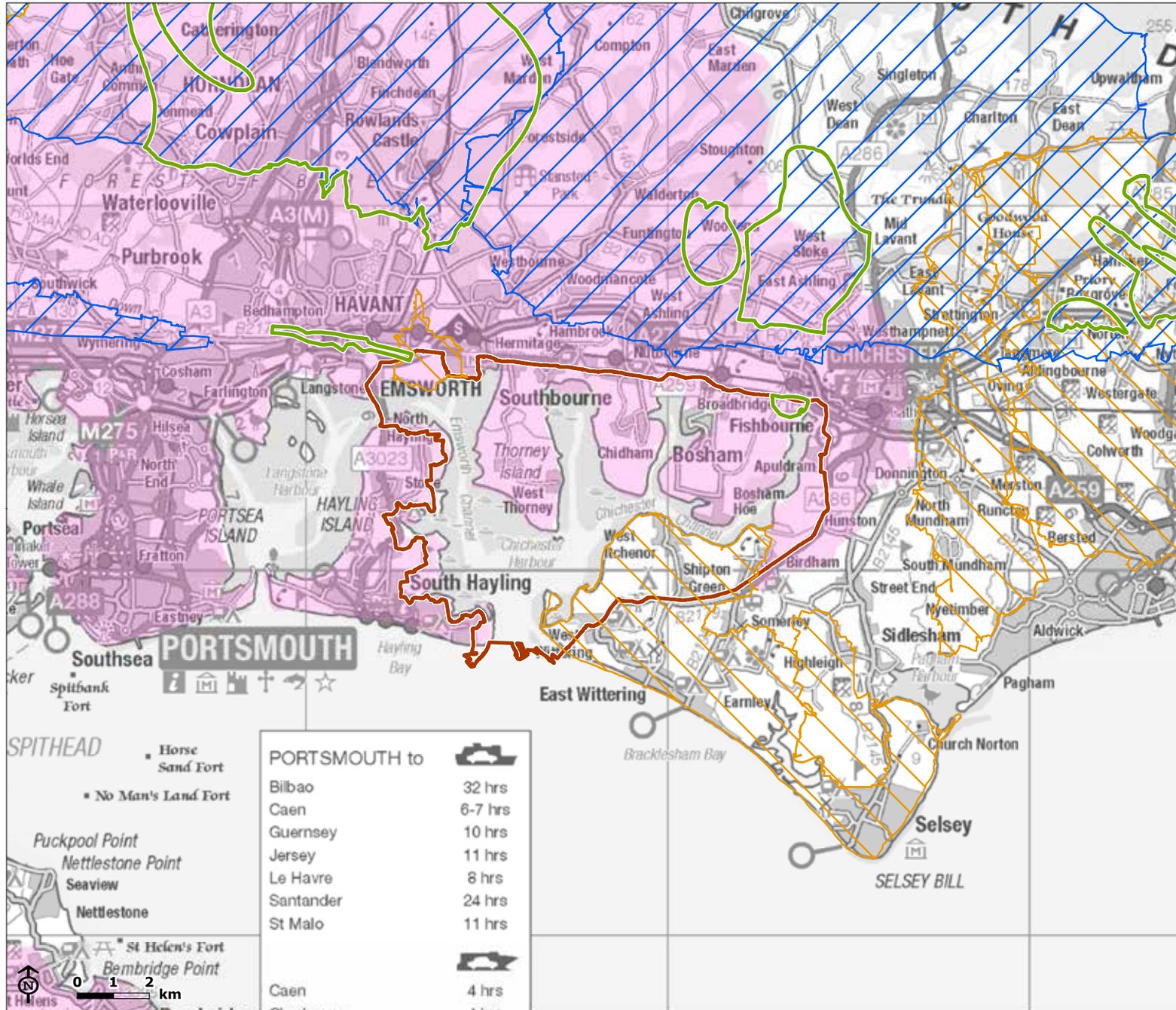
Agricultural Land Classification

- Chichester Harbour AONB
- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Grade 5
- Non Agricultural
- Urban

Map Scale @ A4: 1:65,000



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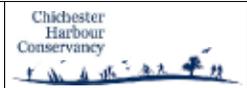
Map F

Nitrate Vulnerable Zones

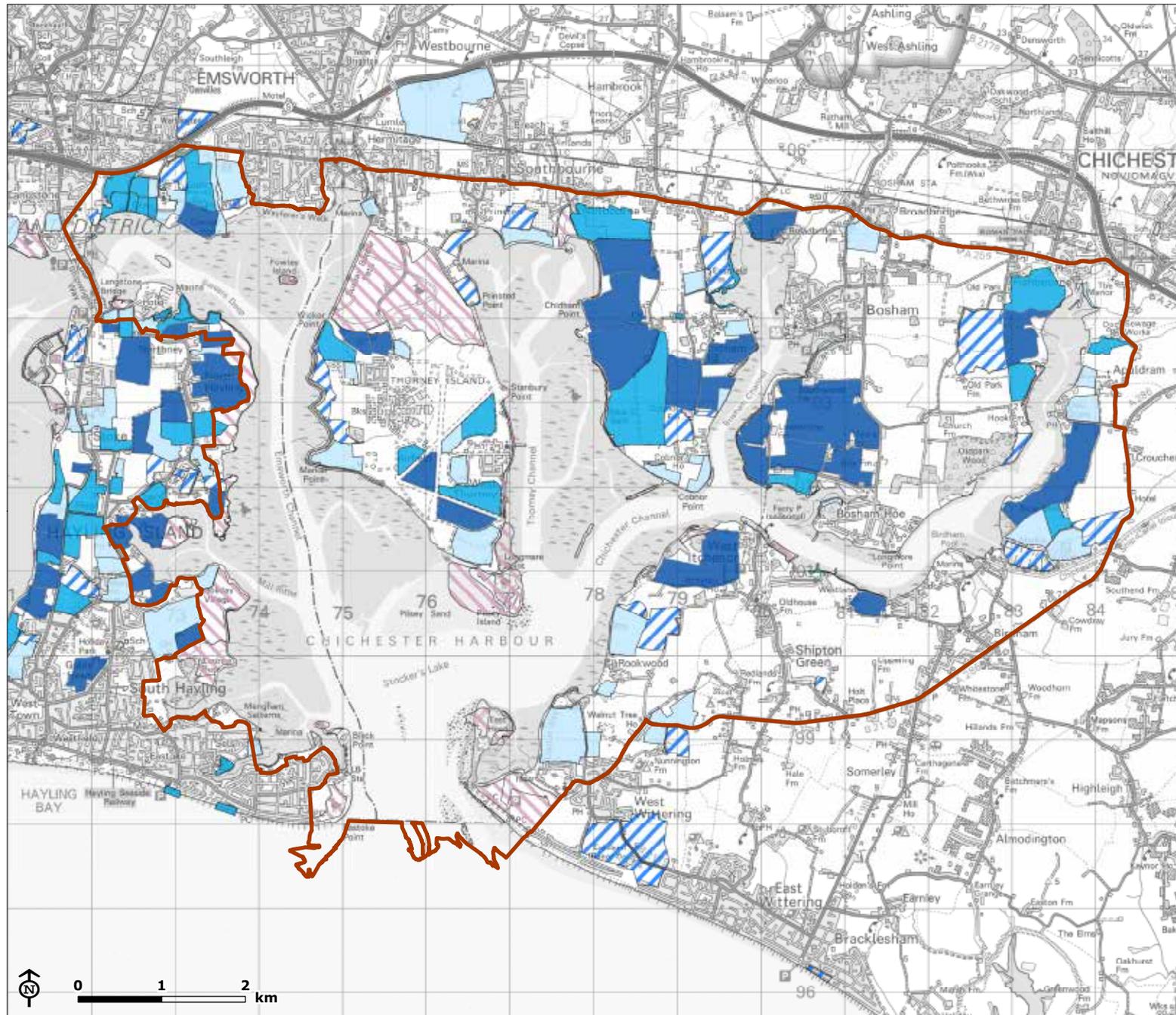
- Chichester Harbour AONB
- Drinking Water Safeguard Zone
- Nitrate Vulnerable Zone: Ground Water
- Nitrate Vulnerable Zone: Surface Water
- Nitrate Vulnerable Zone: Eutrophic Water

Source: Defra, Natural England

Map Scale @ A4: 1:150,000



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Map G

Solent Waders and Brent Goose Network

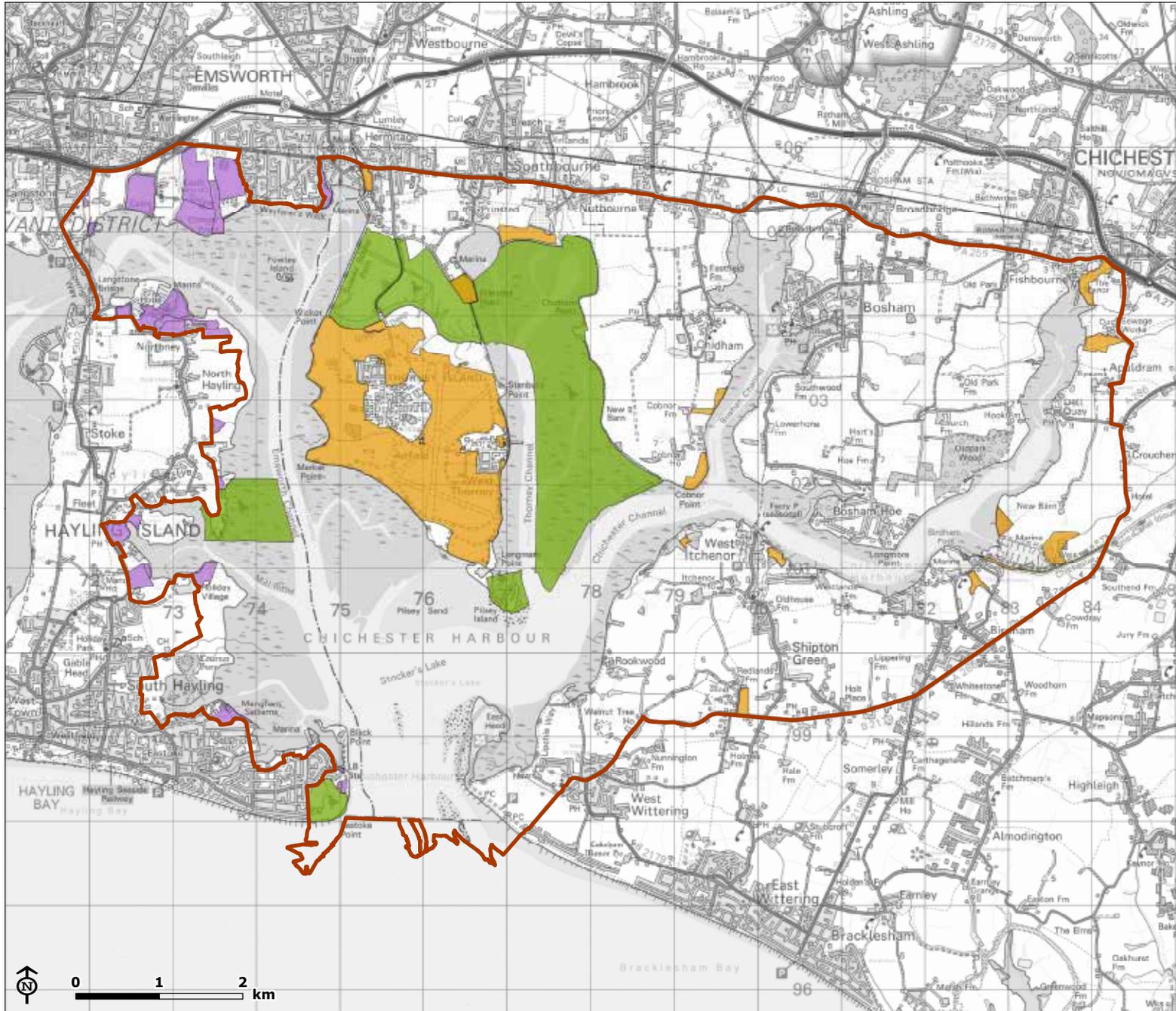
-  Chichester Harbour AONB
-  Core Area
-  Primary Support Area
-  Secondary Support Area
-  SPA site
-  Low Use

Source: Hampshire Biodiversity Information Centre

Map Scale @ A4: 1:65,000



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Map H

Nature Sites

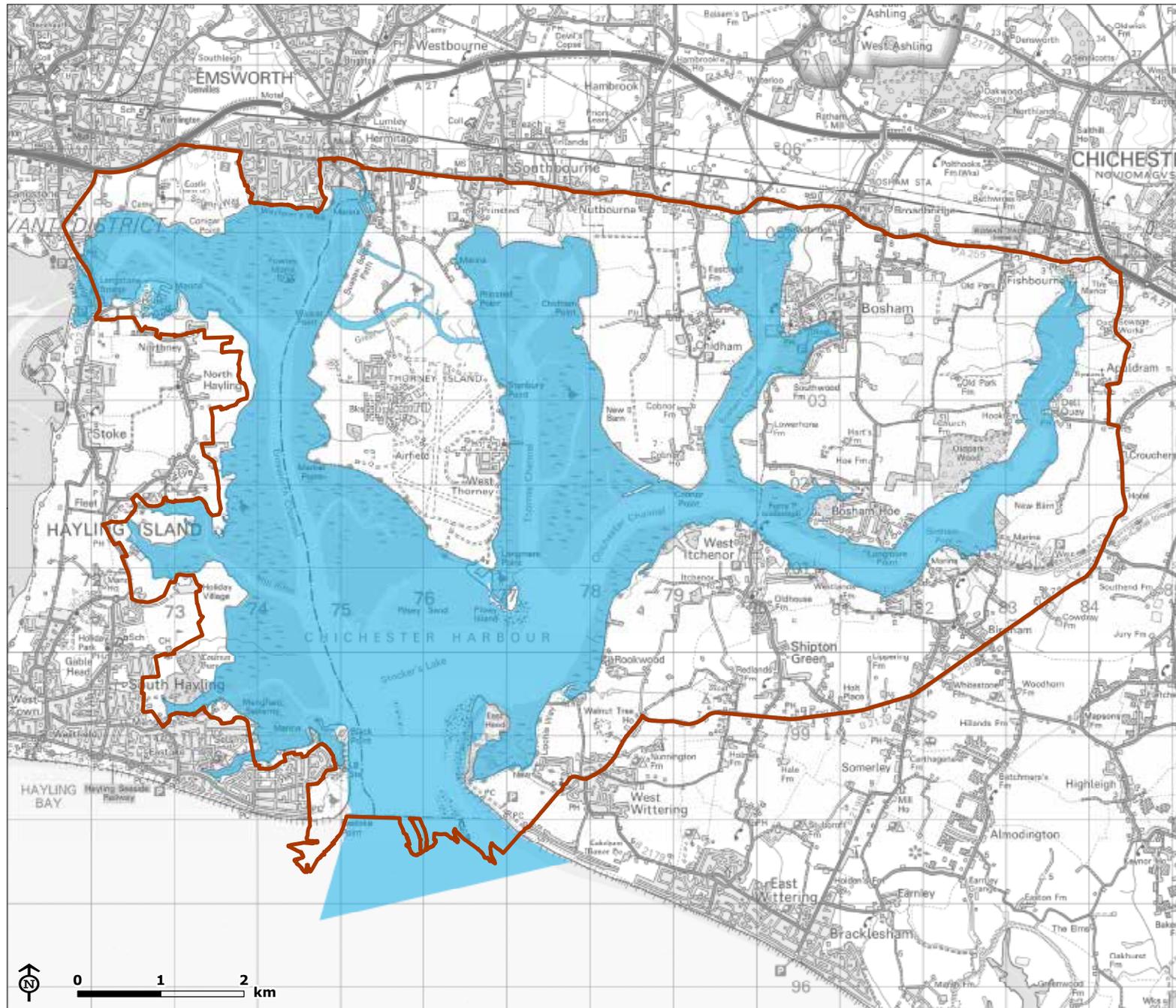
- Chichester Harbour AONB
- Local Wildlife site
- Sites of Importance for Nature Conservation
- Local Nature Reserve

Source: Chichester District Council, Hampshire Biodiversity Information Centre

Map Scale @ A4: 1:65,000



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Map I

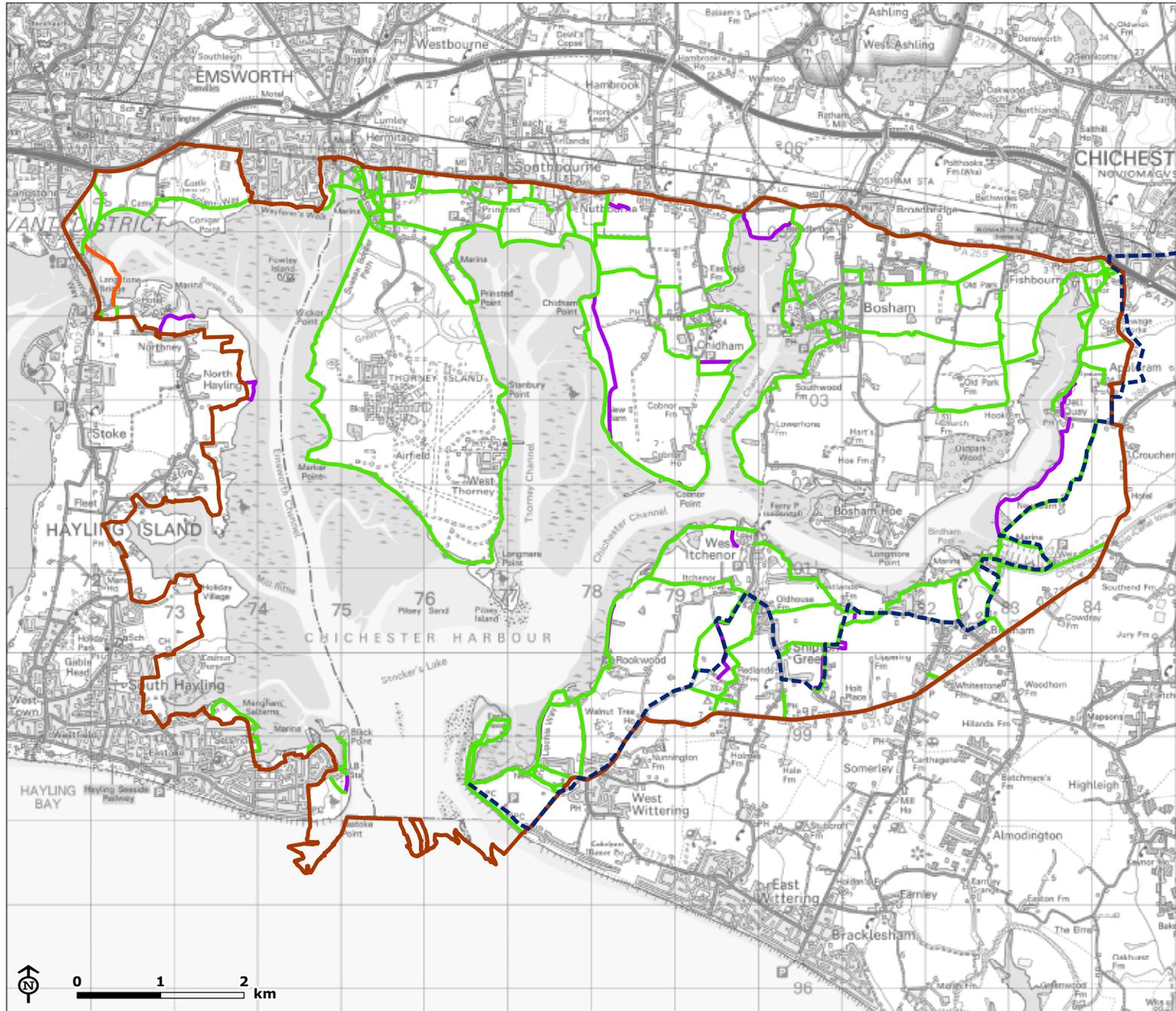
- Bass Nursery Area**
- Chichester Harbour AONB
 - Bass Nursery Area

Source: Association of Inshore Fisheries and Conservation Authorities

Map Scale @ A4: 1:65,000



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Map J

Footpaths, Salterns Way and Bridleway

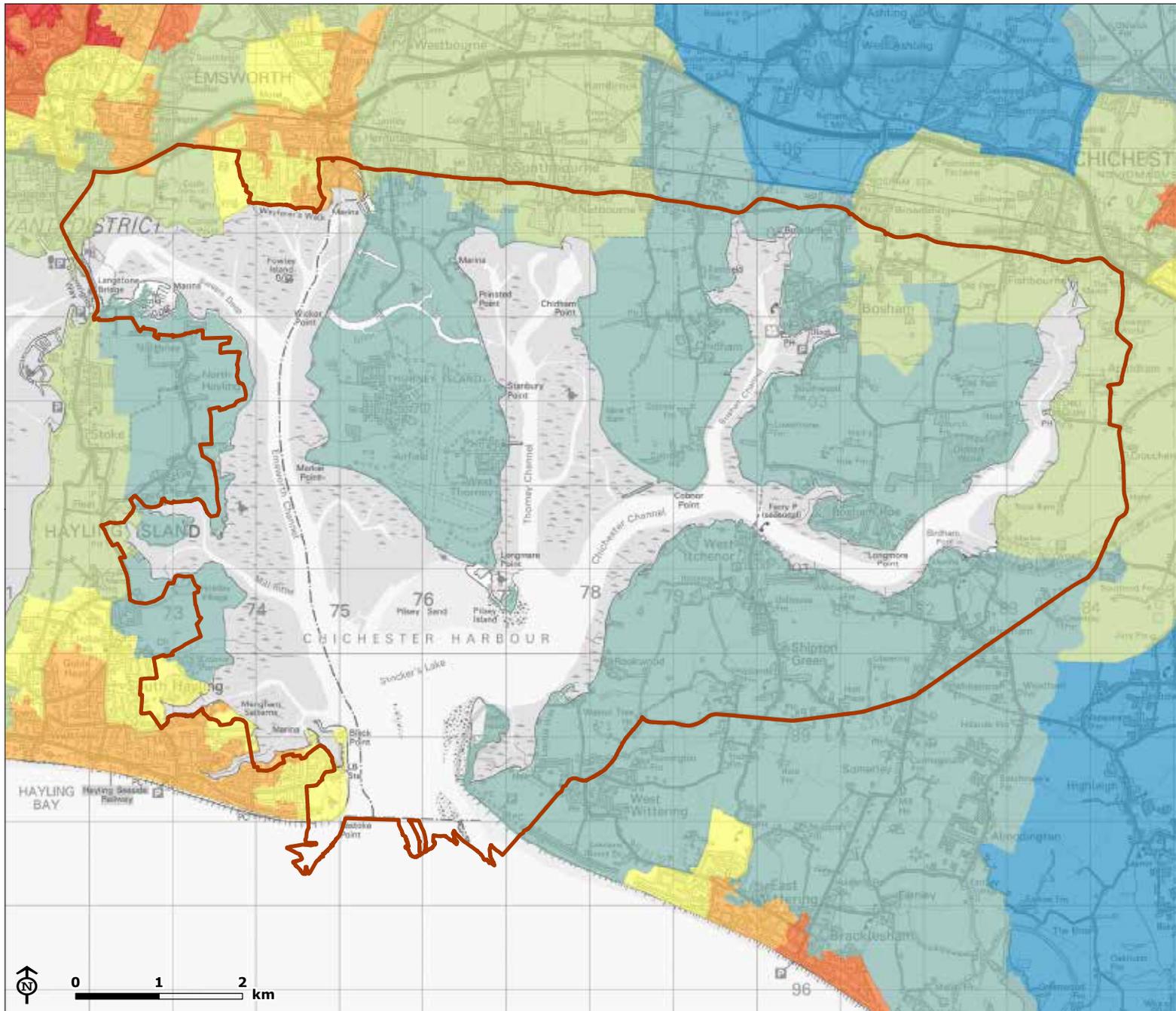
- Chichester Harbour AONB
- Public Right of Way
- Bridleway
- Permissive Path
- Salterns Way Cycle Route

Source: Hampshire County Council, West Sussex County Council, Chichester Harbour Conservancy

Map Scale @ A4: 1:65,000



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Map K

Population Density

Chichester Harbour AONB

(people per square km)

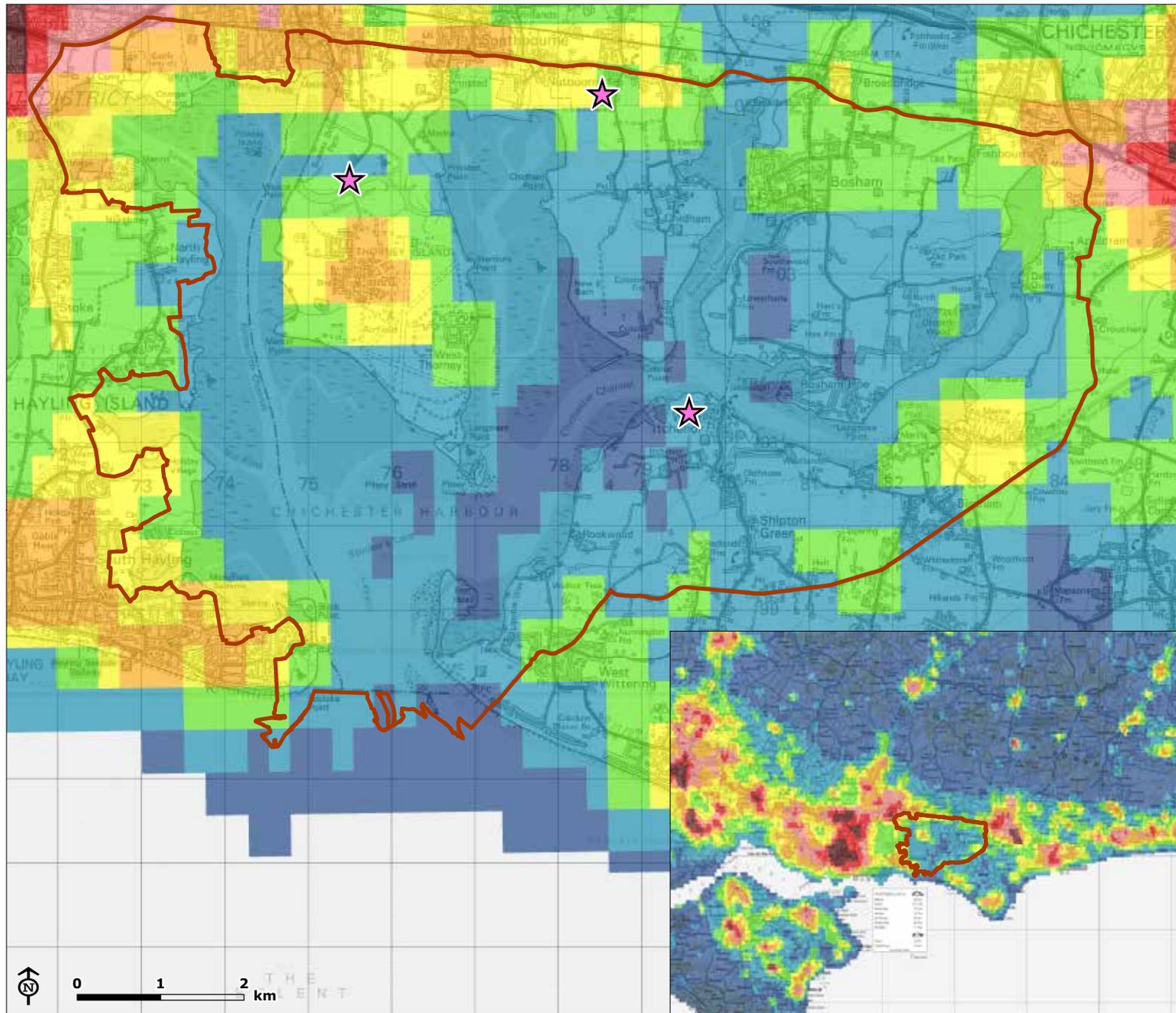
- 0 - 1
- 1 - 3
- 3 - 15
- 15 - 25
- 25 - 35
- 35 - 50
- 50 - 100

Source: Office for National Statistics

Map Scale @ A4: 1:65,000



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Map L

Light Pollution

- Chichester Harbour AONB
- Dark Sky Discovery Site

- (NanoWatts / cm² / sr)**
- >32 (high)
 - 16 - 32
 - 8 - 16
 - 4 - 8
 - 2 - 4
 - 1 - 2
 - 0.5 - 1
 - 0.25 - 0.5
 - < 0.25 (low)

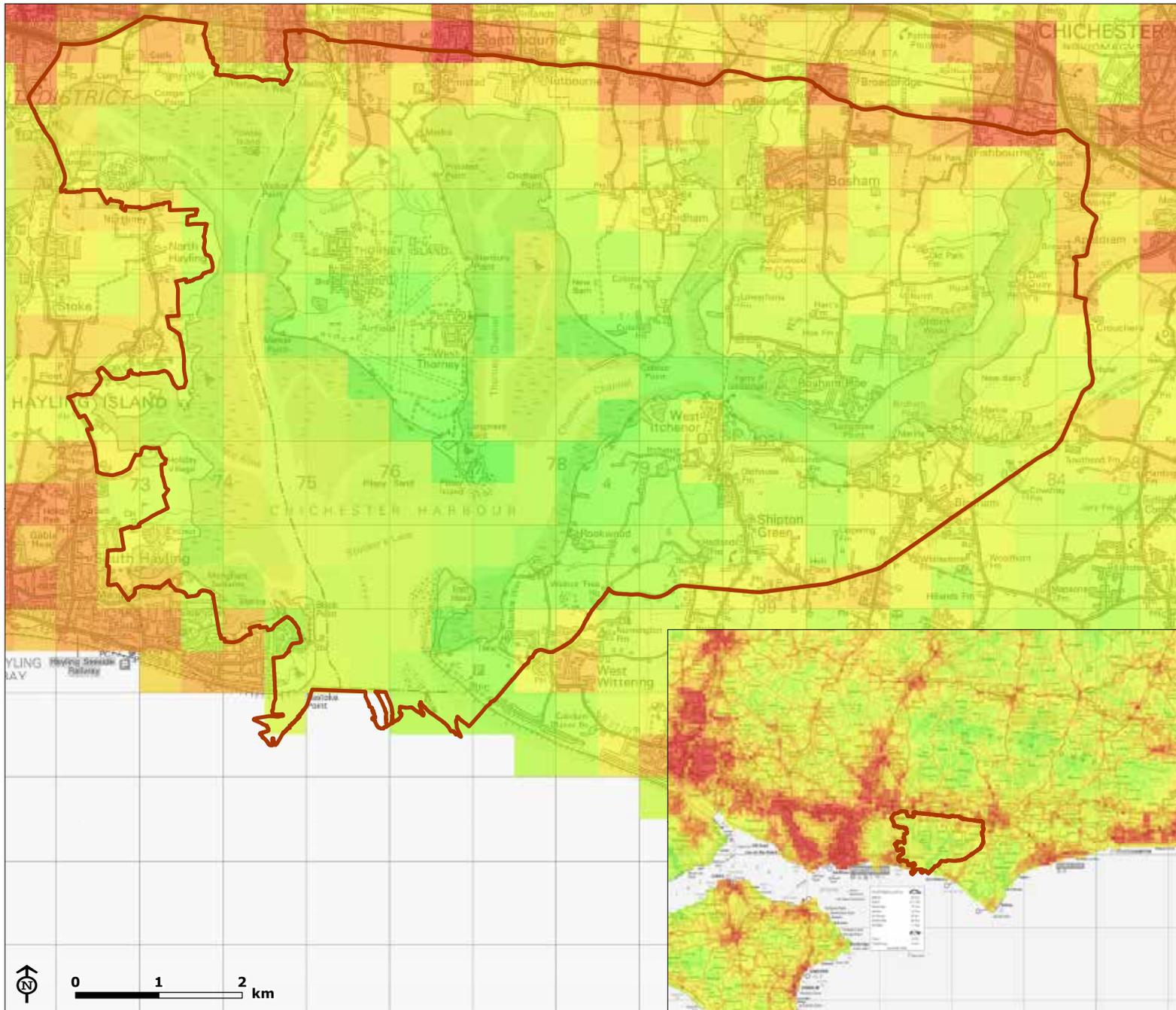
Source: Campaign to Protect Rural England

Map Scale @ A4: 1:65,000



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CB:KS EB:Stenson_K LUC MAP6_10202_Dark_Skies_A4L 09/08/2018



Map M

Tranquillity

 Chichester Harbour AONB

National tranquillity scale

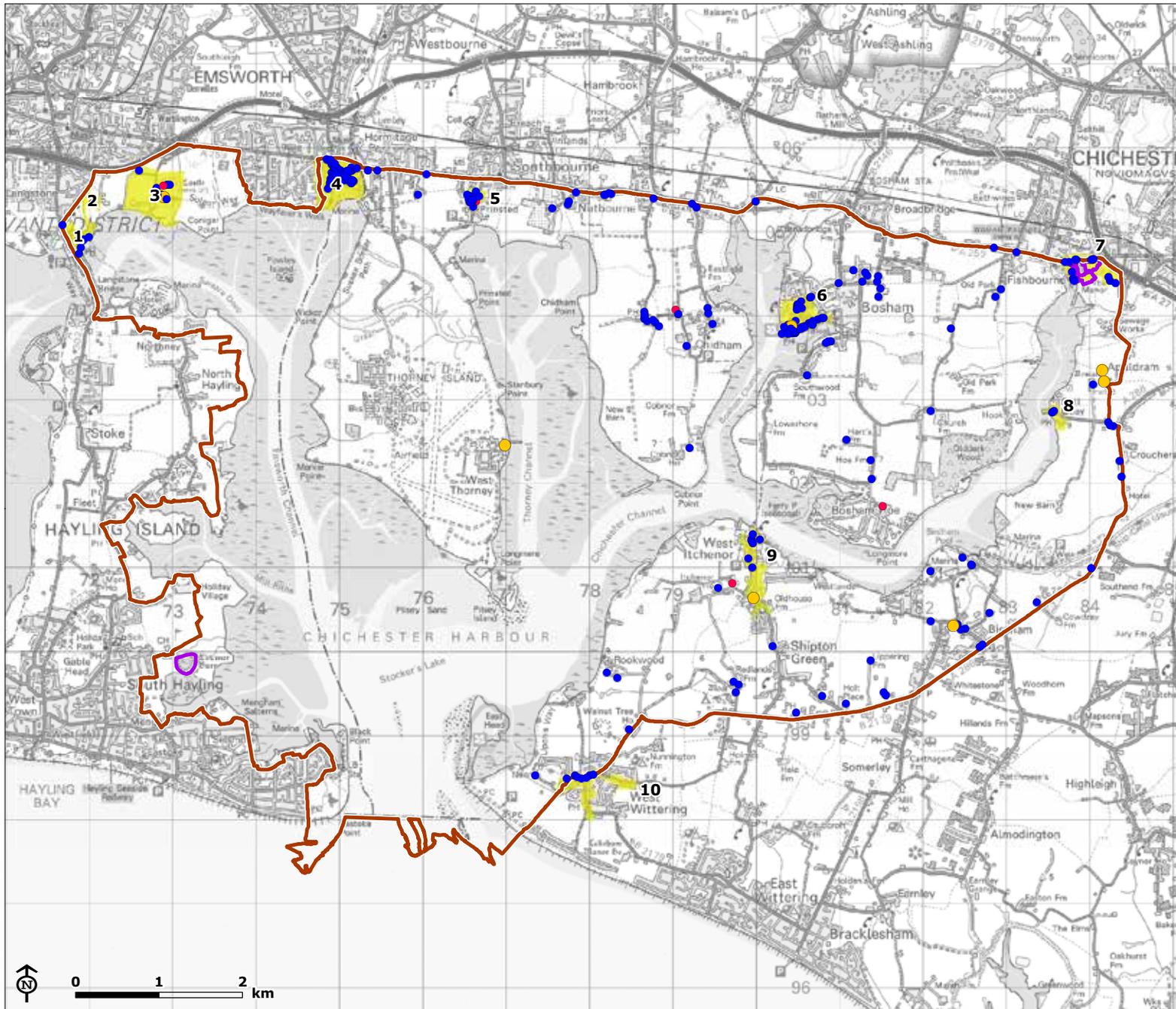
 Most tranquil
Least tranquil

Source: Campaign to Protect Rural England

Map Scale @ A4: 1:750,000



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Map O

Heritage Assets

Chichester Harbour AONB
Listed Buildings

- Grade I
- Grade II*
- Grade II
- Scheduled Monument
- Conservation Area

- 1: Langstone
- 2: Wade Court
- 3: Warblington
- 4: Emsworth
- 5: Prinsted
- 6: Bosham
- 7: Fishbourne
- 8: Dell Quay
- 9: West Itchenor
- 10: West Wittering

Source: Chichester District Council, Havant Borough Council

Map Scale @ A4: 1:65,000



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CB:KS EB:Stenson_K LUC MAP5_10202_Heritage_A4L 07/02/2019



Map P

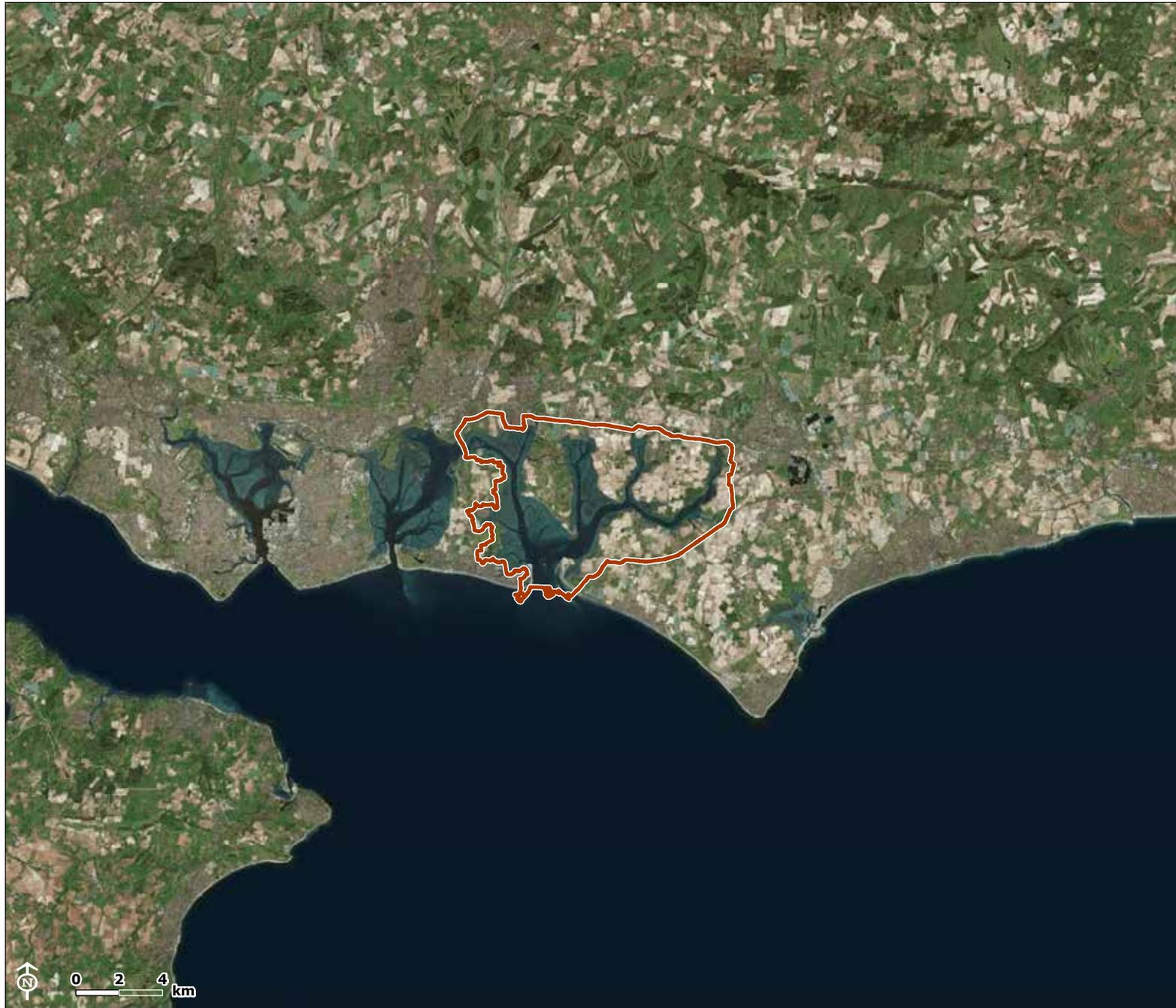
Satellite Image of AONB

 Chichester Harbour AONB

Map Scale @ A4: 1:65,000



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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Map Q

Satellite Image of Setting of AONB

 Chichester Harbour AONB

Map Scale @ A4: 1:250,000



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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Acknowledgements

Independent Assessments



The independent assessments of the Chichester Harbour Management Plan (2019-2024), Third Review, were prepared and published by Craggatak consulting in 2019. These entailed an Equalities Impact Assessment, a bespoke Sustainability Appraisal, and an outline Habitat Regulations Assessment. The assessments are available to download from the Conservancy's website.

Landscape Character Assessment



The independent Landscape Character Assessment for Chichester Harbour Area of Outstanding Natural Beauty was prepared and published by Chris Blandford Associates in 2019. The Landscape Character Assessment is available to download from the Conservancy's website.

State of the AONB Report / Maps



The independent Chichester Harbour State of the AONB Report was prepared and published by Land Use Consultants (LUC) in 2018. The Report is available to download from the Conservancy's website. The suite of maps in the Chichester Harbour Management Plan (2019-2024), Third Review, were also prepared by LUC.

Chartered Body



The Landscape Institute (LI) is the chartered body for the landscape profession, including landscape scientists, landscape planners, landscape architects, landscape managers and urban designers. The LI's aim, through the work of its members is to protect, conserve and enhance the natural and built environment for the public benefit. Staff at Craggatak Consulting, LUC and Chris Blandford Associates are members of the LI.

National Association of AONBs



The National Association of AONBs aims to: promote the conservation and enhancement of natural beauty including the physical, natural, cultural and built environment; to advance the education, understanding and appreciation of the public of natural beauty; and to promote the efficiency and effectiveness of those organisations promoting or representing AONBs.

Natural England



Natural England is a non-departmental public body sponsored by the Department for Environment, Food and Rural Affairs. It is responsible for land, flora and fauna, freshwater and marine environments, geology and soils, and has a remit to help people enjoy, understand and access the natural environment. Natural England has the power to designate AONBs and National Parks.

Local Organisations



Chichester Harbour Conservancy is grateful for the ongoing support from Chichester Harbour Federation, the Friends of Chichester Harbour and Chichester Harbour Trust.

Contributing Photographers

Chichester Harbour Conservancy would like to thank the following photographers for contributing pictures used in this Management Plan. Each photograph is © of the respective photographer / owner.

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Management Plan Adoption Dates

| | |
|-----------------|--------------------------------|
| 28 January 2019 | Chichester Harbour Conservancy |
| 23 April 2019 | Hampshire County Council |
| 10 May 2019 | West Sussex County Council |
| 5 March 2019 | Chichester District Council* |
| 8 April 2019 | Havant Borough Council* |

* Excluding Section 3.

Chichester Harbour Management Plan, 2019-2024, Third Review, An Integrated Coastal Zone Management Strategy for the Trust Port and Area of Outstanding Natural Beauty. © 2019 Chichester Harbour Conservancy, Hampshire County Council, West Sussex County Council, Chichester District Council and Havant Borough Council.

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