Building a Better Future Plan - Representation Form

Part A - Personal Details

Please indicate whether you are completing this form yourself or if you are an agent completing this on behalf of a client

I am completing this form myself

Part A - Personal Details (Completing form on own behalf)

Please provide the following personal details.
Please note that these details are required for all representations and your information will be shared with the Planning Inspectorate.
The personal data you provide will be used to ensure that representations comply with government guidance and that they can be used as part of the Local Plan examination process. More information on how we use your personal information can be found as part of the 'Planning Policy' privacy notice is available here.

Title	Mrs
First Name	Linda
Last Name	Park

[redacted]

Please provide the following details where applicable and/or relevant

Job Title	National Landscape Planning Officer
Organisation	Chichester Harbour Conservancy

Part A - Personal Details (Agent on client's behalf)

If an agent is appointed, please provide the following information:
Please note that these details are required for all representations and your information will be shared with the Planning Inspectorate.
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No Response

Please provide the following information about the client for whom you are completing this form on their behalf

No Response

Part B - Your representation(s)

Which part of the Building a Better Future Plan does your representation relate to?
Please provide as much detail as possible.
If you wish to make a change to the Policies Map, please comment on the corresponding policy, and explain what change you would wish to make. If you would be helpful if you could show this in visual form
A full list of policies and allocations can be found in the contents page(s) of the Publication Plan - you can access this document here.

Policy Number	-
Allocation Number	Allocation 3: Land south of Havant Road (Horse's Field)
Paragraph Number	-
Page Number	98, 99, 100

Do you consider the Local Plan is ...
(Please select as appropriate)

	Yes	No
Legally compliant		X
Sound		X

Please give details of why you consider the Building a Better Plan is not legally compliant o r is unsound. Please be as precise as possible.
If you wish to support the legal compliance or soundness of the Local Plan, please also use this box to set out your comments.

1.0. Is Allocation 3 legally compliant? No.

1.1. In June 2026, Officers at Havant Borough Council shared with Officers of Chichester Harbour Conservancy the proposed inclusion of Allocation 3 (The Horse's Field) without any prior discussion.

1.2. Chichester Harbour Conservancy believe that Allocation 3 is not legally compliant because its late introduction meant there has been insufficient public consultation to support such a fundamental change to the Local Plan.

1.3. The Horse's Field was not part of the Regulation 18 consultation version (6 May 2025 to 1 July 2025). Chichester Harbour Conservancy believe that Havant Borough Council has failed to properly notify and consult the community and statutory consultees during the mandatory stages of the preparation of the Local Plan, regarding Allocation 3. Consequently the Local Plan is not legally compliant.

2.0. Is Allocation 3 sound? No.

Reason 1: Allocation 3 would result in a major development inside the Chichester Harbour National Landscape, with no exceptional circumstances demonstrated.

2.1. National policy in the NPPF is clear that major development within National Landscapes should be refused other than in exceptional circumstances. In May 2026, the National Landscape Association (NLA) published a Briefing Paper, ‘Planning for Housing in National Landscapes (AONBs) in England: Guidance for Local Planning Authorities’ (enclosed). This makes clear on pages 9-10 that the housing requirement that goes forward in a Local Plan does not necessarily have to be as high as Local Housing Need (calculated using the standard method), as per paragraph 69 and 11 (b)(i) of the NPPF. It also confirms that in many areas, particularly in southern England, high levels of housing need are the rule rather than the exception, while the public interest must also take into account the value that people place on nationally important, designated landscapes.

2.2. It also notes that “exceptional need does not necessarily equate to exceptional circumstances. When applied at the Local Plan stage, consideration ‘a’ should not assume that general housing needs must be met within the National Landscape. To seek to justify major development on the basis of meeting local housing need for the LPA area is a circular argument at plan-making stage, because the impact of the scale and distribution of development on the National Landscape should be taken into account in deciding the level of housing provision (the housing requirement) (NPPF paragraphs 69 and 11(d)(i)). If such housing levels can only be achieved by allocating major development in the National Landscape, which by definition will have “a significant adverse impact on the purposes for which the area has been designated” then this is a good indicator that the impact on the National Landscape provides “a strong reason for restricting the overall scale, type or distribution of development in the plan area” as provided for in NPPF paragraph 11. Rather, the assessment for consideration ‘a’ should be based on robust evidence that directly relates to the National Landscape and relevant settlements within it."

2.3. "Consideration ‘b’ should robustly explore all available options outside the National Landscape, and whether the need can be met in another way, such as on smaller sites within the National Landscape. Consideration ‘c’ can be harder to apply at Local Plan stage when the details of a specific scheme are not known, but sites that are significantly constrained by environmental, landscape or recreational factors should be avoided. Again, landscape capacity or sensitivity studies can be useful tools to inform this consideration alongside other relevant evidence such as ecological and heritage studies.”

Reason 2: Allocation 3 does not seek to further the conservation and enhancement of Chichester Harbour National Landscape.

2.4. Section 245 of the Levelling-up and Regeneration Act 2023, which came into force on 26 December 2023, upgraded the legal duty for public bodies regarding Areas of Outstanding Natural Beauty (AONBs), now rebranded as National Landscapes. It changed their legal obligation from a passive “have regard to” to an active requirement to "seek to further" the conservation and enhancement of these protected areas. By seeking to allocate land for a major development inside the National Landscape, Havant Borough Council are failing in their legal obligation to the Chichester Harbour National Landscape.

Reason 3: Havant Borough Council has not applied ‘great weight’ to the value of the National Landscape.

2.5. Allocation 3 is facilitating a major development in a National Landscape. Decisions to allocate sites within National Landscapes should be ‘landscape-led’, as implied by the ‘great weight’ to be given to conserving and enhancing National Landscapes and the ‘highest status of protection’ given by paragraph 189 of the NPPF 2024. This requires a robust understanding of landscape, including the history and settlement patterns of the wider landscape, drawing on the Management Plan along with Landscape Character Assessments and Historic Landscape Characterisation.

2.6. Pages 7 and 8 of the National Landscape Association (NLA) Briefing Paper, ‘Planning for Housing in

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National Landscapes (AONBs) in England: Guidance for Local Planning Authorities' explains some the requirements they would expect to see from an LPA considering allocation a site for housing in a National Landscape. At the request of Chichester Harbour Conservancy, the promoter's evidence was shared with Chichester Harbour Conservancy on 5 August 2026. The evidence is dismissive of the landscape value of the Horse's Field and draws upon data going back some 17 years, and does not meet the tests laid down by the National Landscapes Association. Crucially, this evidence was prepared by the promotor of the site, not the Local Planning Authority, and has not been subject to the level of scrutiny one would expect for a site allocation in a National Landscape.

Reason 4: The Horse's Field is naturally beautiful.

2.7. "National Landscapes are landscapes whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safeguard them. The statutory purpose of their designation is to conserve and enhance the natural beauty of the area." National Landscapes Association, 2026.

The National Landscapes Association explains natural beauty as follows: "It is important to remember that 'natural beauty' is holistic. Natural beauty is not just the look of the landscape (or 'the view'), but includes landform and geology, plants and animals, landscape features, and the rich history of human settlement over the centuries. It comprises multiple elements such as the landscape and scenic quality, natural heritage (geology, species and habitats), wildness (including sense of remoteness), tranquillity and dark skies, and cultural heritage (including the built environment and cultural traditions and associations) which, taken together, justify an area's designation. It is the conservation and enhancement of all these aspects of Plan) that is the primary purpose of designation." (National Landscapes Association, Planning for Housing in National Landscapes (AONBs) in England, May 2026, enclosed, p6).

2.8. The site promoter states that Allocation 3 is 550m from the water's edge, implying the development will be screened from the water. But it is not the water that is the boundary of the National Landscape – this is a misinterpretation of the National Landscape boundary. Allocation 3 is also treated as the plot which is of least harm to the National Landscape from a larger site under the same ownership. This is not a reason to develop the site. The development would be seen from both the National Landscape boundary (the A259) as well as from the public footpaths within the National Landscape to the south and south-west of the site and therefore its impacts would be felt from a significant area. It would advance the present urban edge westwards and southwards, encroaching into the open, rural area within the National Landscape which separates Emsworth from Langstone.

2.9. Equestrian land is an important environmental resource. The paddocks store atmospheric carbon dioxide in the soil, and with good management, there is potential for wildflowers to support pollinators. Hedgerows provide wildlife corridors for insects, small birds (Song Thrush, Starling, House Sparrow) and small mammals and paddocks are a habitat for dung beetles which cycle nutrients.

2.10. Natural beauty is holistic. The promoter and Havant Borough Council might not be able to see nor appreciate the contribution of this site to the open, rural character and natural beauty of the National Landscape; that does not mean that it is not present.

Reason 5: Allocation 3 has had insufficient scrutiny by the public, which is unacceptable given the environmental constraints of the site.

2.11. The Horse's Field is part of the cultural heritage of Emsworth. The inclusion of Allocation 3 is unpopular with some local people (notably, the Save the Horsefield - Protect the Chichester Harbour National Landscape Group). As Allocation 3 was a late addition to the Local Plan, the site has not been afforded the level of scrutiny it should have, meaning that it's inclusion is fundamentally undemocratic without sufficient public consultation.

Reason 6: Allocation 3 abuts two SINCs and is close to four other SINCs.

2.12. Sites of Importance for Nature Conservation (SINCs) form a vital component of the biodiversity of Hampshire alongside statutory designated sites such as Sites of Special Scientific Interest. SINCs are also known nationally as Local Wildlife Sites. They represent a legacy of good management and rely upon continued stewardship by landowners. Designating a SINC raises awareness of its importance for wildlife particularly with regard to planning and land management decision making.

2.13. There are six SINCs near to Allocation 3: a) Brook Farm B; b) Conigar Point Meadows; c) Nore Grassland & Saltmarsh; d) Warblington Castle Farm East D; e) Warblington Castle Farm East E; and f) Warblington Castle Farm West. A map is available from Havant Borough Council.

2.14. If Allocation 3 also includes an area for SUDS (sustainable drainage system), that would likely impinge Brook Farm B. The development of Allocation 3 may disturb wildlife that use the surrounding sites, including overwintering birds, both during construction and when residents move into the housing estate, through increased noise, light and recreational disturbances.

Please give details of why you consider the Building a Better Plan is not legally compliant o r is unsound. Please be as precise as possible.
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Reason 7: Allocation 3 conflicts with the Chichester Harbour Management Plan 2024/25.

2.15. Since Havant Borough Council has not yet adopted the current Management Plan (2025-2030), it is worth revisiting the Plan from 2019-2024, which had a one-year extension from 2024-2025 (enclosed). That Plan expressed the need to conserve and enhance the special qualities of the National Landscape to:
• Protect the natural beauty of the landscape of Chichester Harbour.
• Enhance the diverse range of habitats for the benefit of wildlife.

2.16. The Special Qualities of the National Landscape:

• The flatness of the landform, unusual among National Landscapes, accentuates the significance of sea and tide and of distant landmarks across land and water. Inappropriate development can be seen from long distances and intrudes into the landscape, detracting from the historical features of interest.
Comment: A housing estate of 85-90 dwellings will be visible from considerable distances and will intrude into the landscape, with the potential to detract from the setting of the remains of Warblington Castle (a Scheduled Monument, 500m from Allocation 3). PINS are also advised of the high potential for archaeological interest around Warblington.

• The particularly strong historic character and associations. These links with our cultural heritage are not always properly understood and could be used to highlight the importance of protecting the landscape which provides their setting.
Comment: The Horsefield 3 is culturally important to the people of Emsworth. It is in the setting of the town.

• The picturesque harbourside settlements. Careful control of development is required if these harbourside villages are to retain their character. The trend towards large extensions and rebuilds creates a more urban feel to the landscape.
Comment: The Horsefield is part of the character of Emsworth, which is to be retained.

• The wealth of flora and fauna, notably the vast flocks of wading birds, adds to the richness and diversity of the landscape. Chichester Harbour is internationally important for its many species and habitats and these must be given priority for protection. The health of the landscape can be measured by the biodiversity the Harbour offers. Surveys and monitoring of species and habitats form a vital part of ensuring the continued well-being of the National Landscape.
Comment: The Horsefield abuts sites used by overwintering birds, which will inevitably be disturbed by a new housing development.

• The unspoilt character and unobtrusive beauty. It is important that visitors to the Harbour understand and value its special qualities. The promotion of these special qualities should concentrate on raising visitors' awareness rather than attracting greater numbers.
Comment: The Horsefield has unspoilt character and unobtrusive beauty and forms an important part of the rural gap separating Emsworth from Langstone.

• The harbour offers a very special sense of peace and tranquillity, largely engendered by the gentle way it is used and the closeness to nature that is experienced. People pressure, inappropriate development and pollution, particularly light and noise, can easily destroy this fragile value as can inappropriate activities.
Comment: The fragile environment of the Horsefield and its surroundings are under threat of development.

2.17. The Management Plan identified some threats to the Special Qualities, which include:
• New major developments in and directly around the National Landscape, such as extensive housing sites, industrial parks, and large-scale renewable energy infrastructure, are likely to have an overall detrimental impact.
• The impact of incremental developments is resulting in the gradual urbanisation of the countryside.
• New housing developments add pressure on the Waste Water Treatment Works.
Comment: These threats will be realised with Allocation 3.

2.18. Adopted Management Plan Policies:

Policy 1 Conserving and Enhancing the Natural Beauty of the Landscape.
The distinctive character and natural beauty of Chichester Harbour National Landscape will continue to be conserved and enhanced for the benefit of current and future generations.
To utilise the planning system to help conserve the landscape and its setting, including safeguarding the countryside and countryside gaps surrounding the National Landscape, for the benefit of future generations.
Comment: Allocation 3 will not conserve or enhance the natural beauty of the landscape. The planning system should be used to safeguard the countryside and the countryside gaps for the benefit of future

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generations. Allocation 3 breaches Policy 1.

Policy 2 Development Management.
The land and water within Chichester Harbour National Landscape is equally important. Development inside Chichester Harbour National Landscape will conserve and enhance natural beauty. Development applications along the boundary will respect the close proximity of the National Landscape by giving great weight to conserving and enhancing natural beauty. To utilise the planning system to conserve and enhance the AONB/National Landscape (Local Planning Authorities)
Comment: Policy 2 makes it clear that the land and water inside the National Landscape are equally important. LPAs are reminded of their duty to conserve and enhance the National Landscape.

Policy 3 Diversity of Habitats.
The richness of the Harbour's natural habitats is under threat from development, deteriorating water quality, recreational disturbance, coastal squeeze, and climate change. Habitats must be conserved, restored, and enhanced, so wildlife can thrive and the healthy ecology of the natural estuary returns. For the benefit of future generations, the natural environment must take precedence until such time as the local state of nature improves.
Comment: Policy 3 relates to the diversity of habitats, which includes the Horsefield, and the threat of development. The local state of nature is in decline therefore all efforts should be focussed on conserving and enhancing natural beauty and nature, rather than building new dwellings.

Policy 6 Water Quality.
Good water quality is fundamentally important to the health of Chichester Harbour, affecting the array of wildlife, the quality of the habitats, sailing and boating, and anyone with an interest in this National Landscape. Current and future work to reduce all sources of pollution is of the utmost importance and must be prioritised if the overall state of the Harbour is to be improved.
Comments: New developments put pressure on Waste Water Treatment Works. It is likely that Allocation 3 would be connected to Budds Farm WWTW, a recognised source of water pollution (see research by the University of Portsmouth and the Marine Conservation Society).

Policy 8 Thriving Wildlife.
The natural environment of Chichester Harbour is in a state of crisis, with widespread species decline and the gradual deterioration of coastal habitats. Wildlife must be allowed space to flourish, and society must assist with reversing the downward trends if the situation is to improve.
Comments: There is potential to enhance the Horsefield with wildflowers, hedgerows, wildlife corridors, etc. These natural environment opportunities will be lost if the site is developed.

Reason 8: Allocation 3 is within the Conservancy's Amenity Area.
2.19. Established by its own Act of Parliament in 1971, the Chichester Harbour Conservancy Act of 1971 defined The Limits of the Harbour and a wider Amenity Area. The functions of the Conservancy are:
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.

2.20. Allocation 3 is within the Conservancy's Amenity Area. Chichester Harbour Conservancy sought a legal opinion as to the inclusion of Allocation 3 given that if it is developed it would impact on the Amenity Area. The legal opinion was that Havant Borough Council should have acknowledged the legal status of the Amenity Area with the preparation of the Local Plan so that it was a consideration during the plan-making stage.

Chichester Harbour Conservancy respectfully asks PINS to:

a) Delete Allocation 3, which will safeguard the integrity of Chichester Harbour National Landscape in accordance with national policy; and
b) Recommend adoption of the Local Plan with modifications to Policy 30 as described and the deletion of Allocation 3.

Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above.
You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Modifications required to make the Local Plan legally compliant and sound.

1. Delete Allocation 3 (The Horse's Field).

Reasoned justification:

a) For the reasons previously explained, Chichester Harbour Conservancy believe that Allocation 3 undermines the legal compliance and soundness of the whole Local Plan.
b) The simplest and quickest solution is to delete Allocation 3 and amend the wording of Policy 30 (replace "other than where allocated within this Local Plan or where it can be demonstrated that there are," with "other than in") so the rest of the Local Plan can be recommended for adoption.

If you wish to upload any documents to support your representation, please do so below. Please note that there is a maximum file size of 50MB and you can upload a maximum of 10 files to include with your form.

- File: 250509_NLA-s85-Briefing-Note-for-RAs_Final-1.pdf - Download
- File: NLA-BRIEFING-May-2026-Housing-in-NLs.pdf - Download
- File: Chichester-Harbour-Management-Plan-2024-2025.pdf - Download

Examination Hearing Session Invitation

If your representation / representations are seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)?
Please note that while this will provide an initial indication of your wish to participate in examination hearing session(s), you may be asked at a later point to confirm your request to participate.
No details on the examination hearing session(s) have yet been determined and will be made available upon the submission of the Building a Better Future Plan to the Planning Inspectorate.

Yes, I wish to participate in examination hearing session(s)

Examination Hearing Session Invitation (2)

You indicated that you wish to participate in the examination hearing session(s). Please outline why you consider this to be necessary.
Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in examination hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.

Established by its own Act of Parliament in 1971, Chichester Harbour Conservancy is the Delivery Partner for Chichester Harbour National Landscape, as appointed by Hampshire County Council, West Sussex County Council, Chichester District Council and Havant Borough Council. This arrangement is recognised by Defra. Allocation 3 would result in a major development in the National Landscape which would undermine the primary purpose of its designation, to conserve and enhance natural beauty.

Future Notification

Do you wish to be notified of any of the following milestones in the Building a Better Future Plan process?
These milestones include:

The Local Plan has been submitted for examination
The publication on the Inspector's Report
The adoption of the Local Plan

If you indicate that you wish to be notified, the email address you provided in Part A of the f orm will be used by the Council to notify you of these milestones.

Yes, I wish to be notified

Applying the CRoW Act section 85 duty to 'seek to further the purpose' in National Landscapes (AONBs)

National Landscapes Association

Guidance for relevant authorities

National Landscapes Association, with the National Landscapes Planning and Placemaking Panel

Briefing May 2025

Purpose of this Briefing

This Briefing has been produced to provide additional guidance to relevant authorities on meeting the strengthened duty in Section 85 of the Countryside and Right of Way (CRoW) Act 2000 when exercising their functions that affect National Landscapes (areas of outstanding natural beauty) in England.[1]

It is complementary to the guidance published by the Department for the Environment, Food and Rural Affairs (Defra) *Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes,*[2] which provides broad principles to guide relevant authorities in complying with the duty.

The Briefing aims to offer practical, easy-to-follow guidance on good practice, covering a range of relevant authority functions, and includes:

- **Legislative context and broad approach** – an overview.
- **Use of the relevant Management Plan.**
- **CRoW Act 2000 s.85 duty in relevant authority functions.**
- **Information sources** that have been used in the preparation of this Briefing.

[1] *From November 22nd 2023, all AONBs in England are known as National Landscapes. The statutory designation remains an area of outstanding natural beauty (AONB) and is currently referred to as such in legislation, hence the term National Landscape (AONB) Management Plans in this document.*

[2] Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes - GOV.UK

Legislative context and broad approach

- Section 85 of the Countryside and Right of Way Act 2000 (CRoW Act) (as amended by the Levelling-Up and Regeneration Act[3] 2023) sets out that relevant authorities, in exercising or performing any function that affect National Landscapes in England, "***must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty.***"[4]
- **Relevant authorities are strongly advised to ensure their internal legal teams are aware of the s.85 duty.**
- This is a **statutory duty**, which has been in force since December 26, 2023. The use of the word 'duty' in the legislation means that it is something all relevant authorities **must** do; it is not discretionary.
- The duty is considered to be a **strengthening** of the previous s.85 '*duty of regard'* and seeks positive outcomes for the natural beauty, in its holistic sense, of our National Landscapes.
- **The duty relates to any functions that a relevant authority might undertake '*in relation to, or so as to affect, land in an area of outstanding beauty'*** [National Landscape], i.e. functions which are not only within a National Landscape, but also, for example, **affecting its setting**.
- The definition of relevant authorities in the context of National Landscapes can be found in the CRoW Act 2000 - Section 85 (2) [5], and includes:
    - **Any Minister of the Crown** (this includes all Government departments, non-ministerial departm agencies and other advisory bodies, etc.);
    - **Any public body** (this includes a unitary authority, county council, county borough council, district council, parish council);
    - **Any person holding public office;**
    - **Any statutory undertaker.**
- The s.85 duty must be considered in parallel with other statutory duties or obligations on relevant authorities (such as for example duties within the Highways Act 1980, the Licensing Act 2003, the Water Industry Act 1991, the Water Resources Act 1991, and the Town & County Planning Act 1990); each duty or obligation must be met, and none takes priority over any other.
- The duty is considered to require an **active approach on the part of the relevant authority**. Relevant authorities should be able to demonstrate, with evidence, that they have fulfilled the duty and how compliance with the duty has been embedded in **all their processes**, including for example preparing strategies, work programmes and budgetary allocations, operations manuals/internal codes of practice/protocols, including routine maintenance, and project planning and decision-making.
- Natural England have provided good practice advice that relevant authorities must take **all reasonable steps** to explore how the statutory purposes of the Protected Landscape can be furthered.[6]

[3] Levelling-up and Regeneration Act 2023 (section 245).
[4] Countryside and Rights of Way Act 2000 (section 85).
[5] Countryside and Rights of Way Act 2000 (legislation.gov.uk)
[6]Natural England (2023) 'Natural England's addendum to our Deadline 9 response in relation to the enhanced duty in relation to Protected Landscapes including the Kent Downs Area of Outstanding Natural Beauty' (Annex 2, para 2.1.3). *'Protected Landscapes' in this document refers to National Landscapes (AONBs) and National Parks: Natural England's advice applies to both.*

- It is important to ensure that **'to conserve and enhance' is treated as a singular purpose**: consider both parts together.
- It is important to remember that 'natural beauty' is holistic. **'Natural beauty' is not just the look of the landscape (or 'the view'), but includes landform and geology, plants and animals, landscape features, and the rich history of human settlement over the centuries.**[7] It **comprises multiple aspects** such as the landscape and scenic quality, natural heritage (geology, species and habitats), wildness (including sense of remoteness), tranquillity (including dark skies), and cultural heritage (including the built environment and cultural traditions and associations)[8] **which taken together justify an area's designation**. Historic England make clear that the historic environment is fundamental to the distinctive character, sense of place and natural beauty of each National Landscape.[9]
- It is the conservation and enhancement of **all** these aspects of natural beauty (defined in the specific statutory National Landscape (AONB) Management Plan) that is the primary purpose of designation, and that relevant authorities must consider in discharging their duty under CRoW Act (2000) s.85.

Use of the relevant Management Plan

- The Management Plan for the specific National Landscape is a statutory document, which will have been adopted by the Local Authority (or by the relevant Conservation Board) and which '***formulates their policy for the management of the area and for the carrying out of their functions in relation to it***'.[10] It is the principal vehicle for ensuring that the statutory purposes of the National Landscape are met. It is a material consideration in the planning process.
- Conserving and enhancing the natural beauty of a National Landscape will normally mean:
    - **conserving and enhancing the components of natural beauty, including the special qualities that people enjoy, identified in the Management Plan;**
    - **supporting the Management Plan aims, objectives, outcomes (and policies, where relevant) as set out for each of these; and**
    - **supporting the delivery of any Management Plan actions set out for each.**

Exercising functions affecting National Landscapes

Relevant authorities must be able to demonstrate that they have complied with the strengthened duty in any action, policy, or operation that impacts, or could potentially impact, on the relevant National Landscape.

To demonstrate that they have sought to further the purpose of designation in carrying out their functions affecting National Landscapes, relevant authorities should:

- **Establish the facts about the natural beauty of the area, especially with reference to the statutory Management Plan for the specific National Landscape**. Identify what comprises the natural beauty, using:

[7] Countryside Commission (2001) Areas of Outstanding Natural Beauty: A guide for AONB Partnership members. CA24.
[8] *The 'natural beauty criterion'.* Natural England (2017) Areas of outstanding natural beauty: designation and management.
[9] Joint Statement on the Historic Environment in Areas of Outstanding Natural Beauty, Historic England website (2022); Historic England and AONBs sign joint statement, National Landscapes Association website (2022).
[10] Countryside and Rights of Way Act 2000, s.89(2).

- descriptions of the components of natural beauty, including the special qualities that people enjoy, as set out in National Landscape (AONB) Management Plans; and
- the reasons for designation as a National Landscape (AONB).

- **Understand the key aims, objectives, outcomes (and policies, where relevant,) in the statutory Management Plan for the specific National Landscape**, which give an indication which actions or approaches will further the purpose of designation. These objectives:
  - relate to the legislative purposes;
  - are evidence-based;
  - have been agreed between local partners, in a process convened by the National Landscape team;
  - include, but are not limited to, national or locally apportioned government targets and outcomes.

National Landscape (AONB) Management Plans are often supported by additional guidance documents that provide more detailed advice and position statements relating to subjects such as design, dark skies, rural roads and public realm, renewable energy, telecommunications infrastructure and the setting of the National Landscape. These should also be considered in carrying out functions affecting the National Landscape, as should any Landscape Character Assessments / Historic Character Assessments that inform Management Plans.

CRoW Act 2000 s.85 duty in relevant authority functions

The duty to seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes applies to the full range of functions of a relevant authority that affect land in a National Landscape. Relevant authorities will need to be able to demonstrate how the s.85 duty has been embedded (at a national, regional and local level as relevant), into **all relevant policies, guidance, strategies and business plans, work programmes and budgetary allocations, asset management operations manuals / internal codes of practice/protocols, briefs, internal monitoring, and at the earliest stage of capital/infrastructure project scoping, planning and development**, to seek to further the purpose of conserving and enhancing the natural beauty of the National Landscape.

The following table sets out those relevant authorities and examples of their range of functions that particularly have the potential to affect National Landscapes. Please note that this list is not exhaustive and the absence of any specific relevant authority or function does not mean that it is not covered by the s.85 duty.[11] See also; Departments, agencies and public bodies - GOV.UK

[11] For example, Health Authorities, Police Authorities, Fire & Rescue Services, and Harbour Authorities are all further examples of relevant authorities under the s85 (2) definition.

Type of relevant authority		Non-exhaustive examples of functions that the duty will apply to
Ministers of the Crown & Persons holding Public Office CRoW Act 2000 - Section 85 (2) definition	**Government Ministers & Departments** (e.g. Secretaries of State, MHCLG, DEFRA, DESNZ, DfT)	Legislation drafting Policymaking (including guidance) Grant funding programmes (e.g. agri-environmental schemes) Decision-making on called-in planning applications Decision-making on Nationally Significant Infrastructure Projects (NSIPs)[12]
	Non-ministerial departments, executive agencies, and non-departmental public bodies (e.g. Natural England, Environment Agency, National Highways, Network Rail, Planning Inspectorate, Historic England, Homes England, Sport England, Forestry Commission & Forestry Research, Marine Management Organisation, Joint Nature Conservation Committee, OFGEM, OFWAT) [13]	Vision setting Business plans & strategies (including project planning) Input to government policy drafting Preparation of technical guidance Infrastructure planning Nationally or regionally significant transport schemes Asset management and operational works (land and property management, including lighting and signage, operations manuals, codes of practice, including routine maintenance) – this includes works that benefit from permitted development rights Decision-making on planning appeals Local Plan examinations (including Neighbourhood Plan examinations)
Public Bodies & Persons holding Public Office CRoW Act 2000 - Section 85 (2) definition	**Local Authorities** (including Mayoral Combined Authorities)	Corporate plans Asset management (land and property management, including heritage assets, including routine maintenance) Licensing function Strategies and plans on, for example, climate change, nature recovery, transport, access & recreation and economic development. Planning functions[14] Minerals & waste strategies Mayoral functions and devolved powers

[12] For detailed guidance on applying the new duty to NSIP applications see separate NLA Advice Note:

[13] For full list see Departments, agencies and public bodies - GOV.UK

[14] For detailed guidance on applying the new duty to planning functions including local plan making, site allocations and development management, see separate NLA Advice Note: **CRoW-s.85-duty-guidance-for-LPAs_NATIONAL LANDSCAPE-Briefing-Nov-24.pdf**

	Highways Authorities (Local Authorities)	Local Transport Plans Asset management (including routine maintenance, operations manuals, codes of practice etc.) Public Rights of Way (PRoW) management & diversions Street lighting
	Town & Parish Councils	Asset management Neighbourhood Plans
Statutory Undertakers CRoW Act 2000 - Section 85 (2) definition	**Statutory Undertakers**[15] (e.g. utilities companies, water and sewerage companies, Internal Drainage Boards, telecoms operators, and energy companies, including UKPN, National Grid, BT (Openreach), Civil Aviation Authority)	Strategic investment strategies / business plans Asset management and operational works (land and property management, including lighting and signage, operations manuals, codes of practice, including routine maintenance) – this includes works that benefit from permitted development rights New infrastructure (such as buildings, cabling (including broadband provision), pipework, grid connections, and associated ancillary works) – this includes works that benefit from permitted development rights Water Resource Management Plans Nationally or regionally significant energy or water schemes

Specific guidance for relevant authorities on meeting the s.85 duty:

- **For setting overall visions, strategies, policies and related documentation (including business plans and management and maintenance policies):**
    - Ensure the overall vision/strategy and any specific policy aligns with the aims, objectives, outcomes (and policies, where relevant) of the relevant National Landscape (AONB) Management Plan.
    - Assess the degree to which any specific policy would help deliver any actions/outcomes of the relevant National Landscape (AONB) Management Plan. Consider including a specific criteria regarding 'natural beauty of National Landscapes' within the assessment process of strategies and policies.
    - If a strategy or policy does not align with the duty (e.g. if it would conflict with any of the relevant Management Plan's aims, objectives, outcomes (and policies, where relevant) then consider amending it such that you could confidently say it does seek to further the purposes.
    - Evidence how the relevant authority has sought to further the purpose of the National Landscape in their strategy or policy formulation process. Reference to aligning with National Landscape (AONB) Management Plan objectives, providing a clear audit trail, should be made.
    - Where the duty has been considered in parallel with other statutory duties on the relevant authority, reasoning should be provided for the subsequent decision, acknowledging that all statutory duties carry equal weight.

[15] See list of Acts which established the various the statutory undertakers in *Duties on relevant authorities to have regard to the purposes of National Parks, Areas of Outstanding Natural Beauty (AONBs) and the Norfolk and Suffolk Broads Guidance note.* Defra (2005) (page 9) Available at https://national-landscapes.org.uk/historical-papers

- **For considering specific works and operations, e.g. individual capital projects or operations, routine maintenance works, protocols and methodologies, product specifications etc:**
    - Ensure the s85 duty is built into the relevant authority's assessment criteria for specific works proposals (**note that the duty applies to all works, not just that those that require planning permissions**)
    - Assess what impact the proposed works would have on the natural beauty of the National Landscape, considering the location of the works and the methodology of carrying out the works. Reference should be made to the components of natural beauty, including the special qualities that people enjoy, as set out in the National Landscape (AONB) Management Plan (consider including a specific criterion regarding 'natural beauty' within the assessment of proposals during project planning).
    - Also consider cumulative impacts, including of the legacy of past works that harm the natural beauty of the National Landscape, as well as of current schemes/programmes being proposed by other relevant authorities in the area.
    - Remember to consider the holistic concept of natural beauty. As scheme designers, relevant authorities may find that landscape and visual impact assesments, heritage statements, ecology and arboricultural assessments, lighting statements and transport assessments may assist assessment in this respect and help inform proposals).
    - Consider whether this would cause harm to the natural beauty of the National Landscape. Consider the aims, objectives, outcomes (and policies, where relevant) of the National Landscape (AONB) Management Plan. Natural England has advised that the strengthened duty underlines the importance of avoiding harm to the statutory purposes of Protected Landscapes.[16]
    - Ensure clear differentiation between any proposed measures that seek to *mitigate* or *compensate* for harm (e.g. like-for-like replacement), and those that *further* the conservation and enhancement of the natural beauty of the National Landscape. Natural England have advised that measures that further the purposes are required in addition to mitigation [17]
    - Remember that where harm is identified, 'enhancements' themselves are unlikely to be sufficient to align with the duty, which has the dual consideration of conserving and enhancing natural beauty. Any 'enhancements' within the proposal should genuinely align with, and help deliver, the aims, objectives, outcomes (and policies, where relevant) of the specific National Landscape (AONB) Management Plan. Natural England have advised that the proposed measures should align with and help to deliver the aims and objectives of the designated landscape's statutory management plan.[18]
    - Could modifications to the proposals help avoid harm and further the statutory purpose of conserving and enhancing the natural beauty? Such modifications might include for example:
        - changing the location or route of proposed work such as the siting of buildings and /or infrastructure, the routing of cabling and pipework, alternative routes for transport networks, etc.;
        - amending the design/scale of buildings and/or infrastructure;

[16] Natural England (2023) (Annex 2, para. 2.1.3)
[17] Natural England (2023) (Annex 2, para. 2.1.3)
[18] Natural England (2023) (Annex 2, para. 2.1.3)

        - amending the specification of works and methodology such as type of machinery to be used, timing and programming of the works, the specification of ancillary works such as hard surfacing, fencing, lighting, signage etc;
        - amending hours of operation of a particular activity.
    - Where relevant authorities employ consultants and contractors to work on their behalf, they should be instructed to consider the specifications and methodologies of works, the design of schemes, and mitigation measures, to ensure alignment with this and other relevant guidance.
    - If works would not align with the duty, then consider significantly amending or not proceeding. Choosing *not* to carry out certain works within the National Landscape or close to the National Landscape boundary could also demonstrate compliance with the duty.
    - Evidence how the relevant authority has sought to further the purpose of conserving and enhancing the National Landscape in its proposals, with reference to aligning with National Landscape (AONB) Management Plan aims, objectives and outcomes (and policies, where relevant).

For determining planning appeals (including those determined by the Planning Inspectorate and those called-in for determination by the Secretary of State), and for examination of Local Plans, decision-makers may find useful the advice contained in the separate Briefing: CRoW-s.85-duty-guidance-for-LPAs_NLA-Briefing-Nov-24.pdf

Consultation with the relevant National Landscape team by a relevant authority does not in itself constitute compliance with the new duty. Generally, teams will not always have available capacity to advise on all works within the National Landscape and will normally only be able to advise on the most significant strategies/programmes and proposals.

It is the responsibility of relevant authorities to assess and record how they have complied with the duty.

Closer partnership working, early engagement, collaboration and alignment between Protected Landscapes teams and relevant authorities (at a national, regional and individual National Landscape level) is always welcomed and encouraged as a means to further the conservation and enhancement of National Landscapes.

Information sources used in the preparation of this Briefing

- Countryside Commission (2001) Areas of Outstanding Natural Beauty: A guide for AONB Partnership members. CA24. https://national-landscapes.org.uk/historical-papers
- Natural England (2017) Areas of outstanding natural beauty (AONBs): designation and management. Guidance. https://www.gov.uk/guidance/areas-of-outstanding-natural-beauty-aonbs-designation-and-management
- Countryside and Rights of Way Act 2000. https://www.legislation.gov.uk/ukpga/2000/37/section/85
- Levelling-up and Regeneration Act 2023. https://www.legislation.gov.uk/ukpga/2023/55/section/245#section-245
- Defra Guidance for relevant authorities on seeking to further the purposes of Protected Landscape(Dec 2024) Guidance for relevant authorities on seeking to further the purposes of Protected Landscapes - GOV.UK
- Defra (2005) Duties on relevant authorities to have regard to the purposes of National Parks, Areas of Outstanding Natural Beauty (AONBs) and the Norfolk and Suffolk Broads Guidance note. https://national-landscapes.org.uk/historical-papers
- Landmark Chambers (2024) *Re: section 245 of the Levelling Up and Regeneration Act 2023*. Opinion, 29.1.24 (instructed by the Campaign for National Parks). Available at https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010062/TR010062-002426-Campaign%20for%20National%20Parks.pdf

- Natural England (2023) 'Natural England's addendum to our Deadline 9 response in relation to the enhanced duty in relation to Protected Landscapes including the Kent Downs Area of Outstanding Natural Beauty'. https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010032/TR010032-006179-Natural%20England%20-%20Deadline%209a%20Submission.pdf
- New Forest National Park Authority v Secretary of State for Housing, Communities and Local Government & Anor [2025] EWHC 726 (27 March 2025) https://www.bailii.org/ew/cases/EWHC/Admin/2025/726.html

If you require general assistance in understanding or interpreting a specific National Landscape (AONB) Management Plan, please contact the relevant National Landscape team, who will be able to offer you further guidance.

About National Landscapes Association

We are a registered charity that supports the mission to conserve and enhance natural beauty in National Landscapes and other protected areas. National Landscape teams across the UK work to achieve a sustainable balance of priorities at the landscape scale. One of our key aims is to support and develop a network of ambitious National Landscape teams and partnerships that have a strong collective voice and a positive impact on the places for which they care.

About this Briefing

National Landscapes Briefings offer a summary of key findings and recommendations arising from National Landscapes' action and insight. This Briefing has been informed by the Planning and Placemaking specialist panel of representatives from across the National Landscape network.

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Planning for Housing in National Landscapes (AONBs) in England

National Landscapes Association

Guidance for Local Planning Authorities

National Landscapes Association, with the National Landscapes Planning and Placemaking Panel

Briefing May 2026

Supporting LPAs' housing planning decision-making processes

This Briefing[1] has been produced to support local planning authorities in making appropriate decisions about the levels, scale and distribution of housing in National Landscapes[2] in England and their settings. Appropriate decisions support the purposes for which they were designated as nationally important landscapes, i.e. to conserve and enhance natural beauty.

National Landscapes are living, working landscapes and delivering appropriate new housing development that is compatible with the purpose of designation is a key part of local planning policy for local authorities in those National Landscapes. This Briefing intends to give local planning authorities the confidence to plan for an appropriate scale of development within or affecting the setting of National Landscapes. It highlights the evidence that national planning policy does not require development that causes harm to nationally designated landscapes. The Briefing also provides advice on the provision of affordable housing in National Landscapes.

This Briefing aims to offer practical, easy-to-follow guidance and includes:

- **Key messages**
- **Legislative context – an overview**
- **National policy context**
- **Local Housing Need and housing requirement**
- **Assessing & allocating housing sites in a National Landscape**
- **Housing sites in the setting of National Landscapes**
- **Affordable housing in National Landscapes**
- **Information sources**

[1] This Briefing updates and replaces the *Position Statement Planning for Housing within Areas of Outstanding Natural Beauty (AONBs) in England* published by the National Association for AONBs (now National Landscapes Association) on 06 December 2019.

[2] From November 22nd 2023, all AONBs in England are known as National Landscapes. The statutory designation remains an area of outstanding natural beauty (AONB) and is currently referred to as such in legislation. Where appropriate, this document uses the term AONB.

Key messages

National Landscapes are landscapes whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safeguard them. The statutory purpose of their designation is to *conserve and enhance the natural beauty of the area*.

National Landscapes are living and working landscapes, and some degree of new housing is likely to be required to meet local needs. It is important that this housing is planned for and delivered in a way that is compatible with – and positively contributes to – the purpose of designation.

The National Planning Policy Framework (NPPF 2024) sets out that:

- **The scale and extent of development in National Landscapes should be limited.[a]**
- **The housing requirement that goes forward in a Local Plan does not necessarily have to be as high as Local Housing Need (calculated using the standard method).[b]**
- **There is a presumption that planning permission should be refused for major development in National Landscapes, other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest. [c]**

The National Planning Practice Guidance clarifies that:

- **Policies for protecting National Landscapes may mean that it is not possible for Local Plans to meet Local Housing Need in full. [d]**
- **National Landscapes are unlikely to be suitable areas for accommodating unmet needs arising from adjoining, non-designated, areas. [e]**
- **National Landscape Management Plans, whilst not forming part of the statutory development plan, do help to set out the strategic context for development. They provide evidence of the value and characteristics of natural beauty in these areas and contain information which is relevant when preparing plan policies, or which is a material consideration when assessing planning applications. [f]**

[a] NPPF para 189
[b] NPPF para 69 and para 11 (b)(i): where the application of policies in the NPPF that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area. The assets referred to are listed in footnote 7 and include National Landscapes.
[c] NPPF para 190
[d, e] NPPG Paragraph: 041 Reference ID: 8-041-20190721
[f] NPPG Paragraph: 040 Reference ID: 8-040-20190721

Key implementation advice:

- Local planning authorities should carry out a transparent assessment demonstrating how they have sought to further the purpose of conserving and enhancing the natural beauty of the specific National Landscape in deciding the level of housing provision proposed, the type of homes and the distribution of those homes.
- National Landscape (AONB) Management Plans are key documents for understanding the natural beauty of an area, and therefore what characteristics need to be conserved and enhanced when deciding the location, scale and extent, and design of new development.
- Decisions on allocating sites within National Landscape should be 'landscape-led', based on a robust understanding of landscape including the history and settlement pattern, informed by site-specific landscape and visual sensitivity and capacity studies, Landscape Character Assessments and Historic Landscape Characterisation, for example.
- Local planning authorities also need to consider the cumulative impact of development of proposed sites and such development occurring within multiple Local Plan areas in a National Landscape.
- Housing delivery in National Landscapes should be focused on the provision of affordable housing that meets the needs of local communities.

Introduction

Local planning authorities (LPAs) are tasked with accommodating housing within the context of UK Government aspirations to deliver 1.5m homes by 2029, as part of addressing the range of complex issues with the UK housing market. It is important to recognise that, amidst the continued Government focus on increasing housebuilding, national planning policy on National Landscapes has not been weakened in any way. The National Planning Policy Framework (NPPF) requires that the scale and extent of development within National Landscapes should be limited, and sets out the circumstances in which local housing needs do not necessarily have to be met in full, while the National Planning Practice Guidance (NPPG) also includes clear advice that National Landscapes are unlikely to be suitable areas for accommodating unmet needs from adjoining (non-designated) areas.

National Landscapes are outstanding, iconic landscapes whose distinctive character and natural beauty are so precious that they are safeguarded in the national interest. They are of immense value to the nation, offering a wide range of public goods and services. The NPPF sets out that National Landscapes (along with National Parks and the Broads) have the 'highest status of protection' in relation to conserving and enhancing landscape and scenic beauty. As landscapes protected for their natural beauty, including their distinctive landscape quality, cultural heritage and historical character, it makes sense that the scale and extent of development within these areas should be limited, as set out in the NPPF.

However, appropriate new housing in National Landscapes can make an important and positive contribution to support vibrant and thriving rural communities, and provide affordable housing based on local needs. Local Plans should include strategies to support the delivery of high-quality and landscape-led new housing, of appropriate scale and location, with a mix of housing sizes and types that respond to local needs (including the specific requirements of land-based workers and affordable housing), which is compatible with, and does not compromise, the character and natural beauty of the National Landscape.

Legislative context

The National Parks and Access to the Countryside Act 1949 made provision for the designation of National Landscapes (AONBs) and National Parks to 'preserve and enhance natural beauty'. The Countryside Act 1968 stated that 'the preservation of the natural beauty of an area shall be construed in the same way as references in the Act [1968] to the conservation of the natural beauty of an area.' The Environment Act 1995 updated the statutory language for National Parks to 'conserve and enhance'.

The legal framework for National Landscapes is provided by the Countryside and Rights of Way Act (CRoW) 2000, which confirmed their purpose is to 'conserve and enhance' natural beauty. This Act includes (amongst other sections):

- Section 82, which allows for the designation of an area as an 'area of outstanding natural beauty' for the purpose of conserving and enhancing the natural beauty of the area.
- Section 85 (as amended by the Levelling-Up and Regeneration Act[3] in December 2023), which now sets out that 'relevant authorities', in exercising or performing any function that affect National Landscapes in England, "***must seek to further the purpose of conserving and enhancing the natural beauty of the Area of Outstanding Natural Beauty***."[4] Relevant authorities are generally all public authorities and statutory undertakers. Within the planning context, relevant authorities include the local planning authorities and the Planning Inspectorate, along with Parish Councils producing Neighbourhood Plans. The duty applies to all aspects of the planning process, including

[3] Levelling-up and Regeneration Act 2023 (section 245).
[4] Countryside and Rights of Way Act 2000 (section 85).

decisions relating to site allocations in Local Plans. More information for LPAs on the section 85 duty is available at CRoW-s.85-duty-guidance-for-LPAs_NLA-Briefing-Nov-24.pdf

National planning policy context

- Paragraph 189 of the National Planning Policy Framework (NPPF) 2024 sets out that **'great weight' should be given to conserving and enhancing landscape and scenic beauty in National Landscapes**, which (along with National Parks and the Broads) '**have the highest status of protection in relation to these issues**'. It also sets out that '**the scale and extent of development within these designated areas should be limited**' and that '**development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas**.'
- Paragraph 190 of the NPPF sets out that within National Landscapes, permission should be refused for major development, other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest.
- Paragraph 69 of the NPPF sets out that strategic policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period.
- Paragraph 11 (b) (i) of the NPPF sets out that local planning authorities should provide for objectively assessed needs for housing and other uses, as well as any unmet needs from neighbouring areas, unless **"the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area**". The assets referred to are listed in footnote 7 and include National Landscapes (the relevant policies in the Framework are 189 and 190).

Also relevant are:

- Paragraph 187 of the NPPF, which sets out that planning policies and decisions should contribute to and enhance the natural and local environment by [inter alia] protecting and enhancing valued landscapes in a manner commensurate with their statutory status.
- Para 188 of the NPPF, which sets out that planning policies and decisions should distinguish between the hierarchy of international, national and locally designated sites, and allocate land with the least environmental or amenity value, where consistent with other policies in the Framework.

Local Housing Need and housing requirement

LPAs with land in National Landscapes must calculate local housing need using the national standard methodology (as detailed in the December 2024 edition of the NPPF). However, this does not mean that this is the number of homes that should be provided in a local planning authority's area or planned for in its Local Plan. **Local housing need (calculated using the standard method) is not *necessarily* the same as the housing requirement that goes forward in a Local Plan. Specifically, the NPPF sets out circumstances in which the housing requirement figure can be less than the local housing need figure.** (paras 11 and 69)

It is important to recognise that it is mandatory to use the standard method when assessing housing need but it is not mandatory for the Local Plan housing requirement figure to meet, or exceed, the housing need figure.

This was confirmed in the Government response to the proposed reforms to the NPPF (Government response for Questions 1 and 2) published 20th July 2024, which stated:

> "*The standard method identifies the minimum number of homes needed and local planning authorities are expected to plan to meet their housing needs in full. However it is recognised that there may be local constraints on land and delivery that could justify a lower housing requirement figure*." (N.B. Underlining added for emphasis).

That response also clarified that the NPPG had been updated accordingly. The NPPG (Housing and Economic Needs Assessment) confirms that:

> "*The standard method set out below identifies a minimum annual housing need figure, … It does not produce a housing requirement figure*." (Paragraph: 002 Reference ID: 2a-002-20241212)

and that:

> "*The housing requirement is the minimum number of homes that a plan seeks to provide during the plan period. Once local housing need has been assessed, as set out in this guidance, authorities should then make an assessment of the amount of new homes that can be provided in their area. This should be justified by evidence on land availability, constraints on development and any other relevant matters*." (Paragraph: 040 Reference ID: 2a-040-20241212)

This is confirmed in the NPPF, in para 69, which advises that strategic, policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified local housing need can be met over the plan period, and in para 11 (b) (i), which allows **for strategic policies in Local Plans to provide for less than the housing need where the application of other NPPF policies that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area.** Footnote 7 confirms that NPPF polices related to National Landscapes (i.e. 189 and 190) are in the list of such policies.

Therefore the appropriate 'housing requirement' taken forward in Local Plans will also need to take into account other factors/assets such as the existence of designated National Landscapes within the Plan area, that could reduce the number of homes and other development that can be accommodated without harming those assets. Of course, there may be Plan areas with only minimal land within, or in the setting of, National Landscapes who are able to fully meet their local housing need.

The NPPG (Natural Environment) further clarifies:

> "*The National Planning Policy Framework makes clear that the scale and extent of development in these areas should be limited, in view of the importance of conserving and enhancing their landscapes and scenic beauty. Its policies for protecting these areas* ***may mean that it is not possible to meet objectively assessed needs for development in full through the plan-making process, and they are unlikely to be suitable areas for accommodating unmet needs from adjoining (non-designated) areas.*** *Effective joint working between planning authorities covering designated and adjoining areas, through the preparation and maintenance of statements of common ground, is particularly important in helping to identify how housing and other needs can best be accommodated…"* (Paragraph: 041 Reference ID: 8-041-20190721.) (N.B. bold text added for emphasis)

National Landscapes, along with National Parks and the Broads, have the highest status of protection in relation to landscape and scenic beauty[5]. For National Parks "*the Government recognises that the Parks are not suitable locations for unrestricted housing and does not therefore provide general housing targets for them. The expectation is that new housing will be focused on meeting affordable housing requirements, supporting local employment opportunities and key services*".[6] In according with NPPF para 189, this principle should apply equally to National Landscapes but, in the absence of

[5] NPPF para 189

[6] English national parks and the broads: UK government vision and circular 2010 https://www.gov.uk/government/publications/english-national-parks-and-the-broads-uk-government-vision-and-circular-2010

a similar document for National Landscapes, this relies on paragraph 11 of the NPPF being applied robustly to ensure that the scale and extent of development proposed does not harm the purposes for which these areas were nationally designated.

Assessing and allocating housing sites in a National Landscape

General approach

As described above, for LPAs with land in National Landscapes, the overall development strategy in a Local Plan will need to take account of the fact that the NPPF sets out that the scale and extent of development within National Landscapes should be limited, and site allocations need to be considered within this context. LPAs also need to consider the cumulative impact of proposed sites, and of such development occurring within multiple Local Plan areas in a single National Landscape.

Part of the consideration of the appropriate level of housing within a National Landscape will be assessing potential sites for allocation. This will normally be undertaken as part of the Housing and Economic Land Availability Assessment (HELAA) process. For sites within a National Landscape this assessment will need to take into account the impact of potential sites on the purposes of the designation, i.e. to conserve and enhance natural beauty, taking into account the relevant National Landscape (AONB) Management Plan.

National Landscape (AONB) Management Plans are key documents to understanding the natural beauty of the area and therefore what characteristics or features of natural beauty need to be conserved and enhanced when deciding the location, scale and design of new development. The Management Plan for each National Landscape is a statutory document, which will have been adopted by the local authorities (or by the relevant National Landscape Conservation Board) and which '***formulates their policy for the management of the area and for the carrying out of their functions in relation to it***'.[7] It is the principal vehicle for ensuring that the statutory purpose of the specific National Landscape is met, it helps to set the strategic context for development, and it is a material consideration in the planning process.[8]

National Landscape (AONB) Management Plans are often supported by additional guidance documents that provide more detailed advice as well as position statements, relating to subjects such as design, dark skies, and the setting of the National Landscape, which should also be considered in the local plan-making process.

It is important to remember that 'natural beauty' is holistic. Natural beauty is not just the look of the landscape (or 'the view'), but includes landform and geology, plants and animals, landscape features, and the rich history of human settlement over the centuries.[9] It comprises multiple elements such as the landscape and scenic quality, natural heritage (geology, species and habitats), wildness (including sense of remoteness), tranquillity and dark skies, and cultural heritage (including the built environment and cultural traditions and associations)[10] which, taken together, justify an area's designation. It is the conservation and enhancement of all these aspects of natural beauty (described in the specific, statutory National Landscape (AONB) Management Plan) that is the primary purpose of designation.

Decisions to allocate sites within National Landscapes should be 'landscape-led', as implied by the 'great weight' to be given to conserving and enhancing National Landscapes and the 'highest

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[7] Countryside and Rights of Way Act 2000, s.89(2).
[8] NPPG Paragraph: 040 Reference ID: 8-040-20190721
[9] Countryside Commission (2001) Areas of Outstanding Natural Beauty: A guide for AONB Partnership members. CA24.
[10] *The 'natural beauty criterion'.* Natural England (2017) Areas of outstanding natural beauty: designation and management.

status of protection' given by para 189 of the NPPF. This requires a robust understanding of landscape, including the history and settlement patterns of the wider landscape, drawing on the Management Plan along with Landscape Character Assessments and Historic Landscape Characterisation – see advised site assessment steps set out below.

Advised site assessment steps

To assess sites for housing in National Landscapes, we recommend LPAs will need to:[11,12]

- **Establish the facts about the natural beauty of the area, especially with reference to the statutory Management Plan for the specific National Landscape**. Identify what comprises the specific natural beauty of the area, using:
  - descriptions of natural beauty, which can include Statements of Significance, or description of key characteristics or features, as set out in National Landscape (AONB) Management Plans; and
  - the reasons for designation as a National Landscape (AONB).
- **Understand the key aims, objectives, outcomes (and policies, where relevant) in the statutory Management Plan for the specific National Landscape,** which give an indication of which actions or approaches will further the purpose of designation. These objectives:
  - relate to the applicable legislative purposes;
  - are evidence-based;
  - have been agreed between local partners, in a process convened by the National Landscape team;
  - include, but are not limited to, national or locally apportioned government targets and outcomes.
- **Undertake landscape and visual sensitivity or capacity studies**[13] as advised in the NPPG,[14] to assess the sensitivity of each site to the type and scale of development that is being considered. It is critical that these studies are completed prior to allocation, to inform the allocation process, not post-allocation. These studies should:
  - Form part of the Local Plan's evidence base;
  - Accord sites in National Landscapes the highest 'value' in the assessment process[15], to reflect their national designation status and the provisions of para 189 of the NPPF;
  - Be informed by the specific characteristics of the natural beauty of the area as described in the statutory Management Plan for the National Landscape;
  - Be used to assess whether the principle of development of the site is appropriate, in terms of impacts on the specific natural beauty of the National Landscape;
  - Be undertaken on a site-specific basis rather than as part of a broad-brush sensitivity assessment covering a wider area and assess the sensitivity of these sites to types and scales of development being considered;
  - Consider both the landscape and the visual sensitivity of the sites, again with reference to the Management Plan;
  - Be used to inform the amount, location and nature of development, and extent of site coverage, that may be appropriate - for clarity, this should then be incorporated into any policy allocating the site for development;
  - Identify any mitigation measures, such as landscape buffers and building height parameters, or any other site-specific issues, that might make development of the site acceptable in

[11] NPPG Paragraph: 037 Reference ID: 8-037-20190721
[12] https://national-landscapes.org.uk/resources/guidance-for-local-planning-authorities-on-crow-s-85-duty/page3
[13] An approach to landscape sensitivity - Natural England 2019
[14] NPPG Paragraph: 037 Reference ID: 8-037-20190721
[15] Landscape Institute's GLVIA3 paras 5.19-5.23 and GLVIA3 Notes & Clarifications 5(7)

terms of impact on the specific natural beauty of the National Landscape; again, these should then be incorporated into any policy allocating the site for development; and
    - Ensure any mitigation measures themselves would not harm the specific natural beauty of the National Landscape, e.g. would not introduce uncharacteristic landscape features in the locality. Also, in recognising the holistic nature of natural beauty, it should be noted that mitigation measures will not always be sufficient to overcome harms to the National Landscape.

Development on previously developed land (PDL)

Within a National Landscape or its setting, it might be appropriate for a different approach to be taken to the redevelopment of previously developed land (PDL) – as per the definition in the NPPF glossary - than would be taken for greenfield sites. However, the strong policies within the NPPF for conserving and enhancing National Landscapes, along with the statutory requirement for LPAs and others to seek to further the purposes of National Landscapes, mean that there should be no presumption in favour of the redevelopment for housing of PDL sites in National Landscapes and their settings. The landscape context of a site in a National Landscape is just as important for a PDL site as it is for any site.

When considering PDL sites in a National Landscape in the context of plan-making or development management, the following should be considered, in addition to the advised site assessment steps described above:

- Any ecological and/or historical significance of the site, or parts of the site, especially (but not limited to) that which relates to the natural beauty of the National Landscape, noting that such significance may not be immediately obvious without appropriate surveys.
- The existing or former use of the site and any of its structures, and whether that use was generally compatible with the natural beauty of the National Landscape (for example, agricultural barns and horticultural infrastructure that might be considered an accepted and typical part of the rural landscape, or might contribute to the rural, land-based economy) and might usefully be retained or revived, at least in part.
- Whether any existing structures or hard standings are incongruous in the landscape to the extent that redevelopment would represent an enhancement, including consideration of contamination of land or water, and the stability of land.
- The extent to which the introduction of residential development on the site would increase or exacerbate any existing impacts of the PDL on the natural beauty of the National Landscape.
- Whether the site or its structures could (in part or as a whole) be better put to a different use, other than residential development, that contributes to or delivers the purposes of the National Landscape designation, or another use that meets local development needs, especially where this would be suited to a rural location.

In view of the above, early engagement with the relevant National Landscape team, to understand the site and the relationship with its context, is encouraged.

Major development

Paragraph 190 of the NPPF sets out that, within National Landscapes, **planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest**. It also sets out the following:

"Consideration of such applications should include an assessment of:

a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;

b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and

c) *any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.*"

Footnote 64 clarifies that, for the purpose of paragraph 190, whether a proposal is 'major development' is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined.

Whilst paragraph 190 specifically refers to planning permissions, it has also been considered relevant by Local Plan Inspectors to allocations within Local Plans.[16] Legal advice provided to the South Downs National Park Authority by Landmark Chambers in 2017 also concluded that "*it would arguably amount to an error of law to fail to consider paragraph 116* (now 190) *at the site allocations stage of plan making for the National Park. The consequence of doing so would be to risk allocating land for major development that was undeliverable because it was incapable of meeting the major development test in the NPPF*".[17]

Considerations 'a' and 'b' of NPPF para 190 are indeed more appropriate to determine at plan-making stage when the needs for development are established and alternative options for provision fully considered.

The starting point of the policy is that major development should only be permitted in a National Landscape "**in exceptional circumstances, and where it can be demonstrated that the development is in the public interest**". This is a primary and separate requirement to the considerations 'a'–'c' below and is a very high bar. In many areas, particularly in southern England, high levels of housing need are the rule rather than the exception, while the public interest must also take into account the value that people place on nationally important, designated landscapes.

It should be noted that exceptional *need* does not necessarily equate to exceptional *circumstances*.[18] When applied at Local Plan stage, consideration 'a' should not assume that general housing needs must be met within the National Landscape. To seek to justify major development on the basis of meeting local housing need for the local planning authority area is a circular argument at plan-making stage, because the impact of the scale and distribution of development on the National Landscape should be taken into account in deciding the level of housing provision (the housing requirement) (NPPF paras 69 and 11(d)(i)). If such housing levels can only be achieved by allocating major development in the National Landscape, which by definition will have "a significant adverse impact on the purposes for which the area has been designated" then this is a good indicator that the impact on the National Landscape provides "a strong reason for restricting the overall scale, type or distribution of development in the plan area" as provided for in NPPF paragraph 11.

Rather, the assessment for consideration 'a' should be based on robust evidence that directly relates to the National Landscape and relevant settlements within it. This is supported by the findings of the Inspector for the West Oxfordshire Local Plan in 2018, who recommended deleting four allocations in the Burford–Charlbury sub-area, which forms part of the Cotswolds National Landscape, on the basis that there was no housing need figure for this specific sub-area and that "*soundly-based decisions on the balance of the benefits and harms of further housing development in this area can*

[16] For instance, in the Vale of White Horse Local Plan examination in 2016, the Inspector considered two proposed sites located within the North Wessex Downs AONB for 550 and 850 dwellings against the major development tests set out in paragraph 116 of the NPPF (now incorporated into paragraph 190 of the NPPF). He concluded that the specific need for housing to be provided within the AONB had not been demonstrated and the sites were subsequently deleted. Vale-of-White-Horse-Local-Plan-2031-Part-1-Inspectors-Report-FR.pdf More recently, in 2019, the Inspector appointed to examine the Wealden Local Plan also considered it appropriate to assess the approach to development against the exceptional circumstances and public interest tests set out in para 116 of the previous NPPF.

[17] 10 October 2017 Toby Fisher, Landmark Chambers

[18] This principle is recognised in relevant case law (R (Mevagissey Parish Council) v Cornwall Council [2013] EHWC 3684 , paragraph 52): 'Even if there were an exceptional need … that would not necessarily equate to exceptional circumstances for a particular development, because there may be alternative sites that are more suitable because development there would result in less harm to the AONB landscape'.

only reasonably be reached based on the detailed evidence submitted as part of specific planning applications".[19]

Consideration 'b' should robustly explore all available options outside the National Landscape, and whether the need can be met in another way, such as on smaller sites within the National Landscape. Consideration 'c' can be harder to apply at Local Plan stage when the details of a specific scheme are not known, but sites that are significantly constrained by environmental, landscape or recreational factors should be avoided. Again, landscape capacity or sensitivity studies can be useful tools to inform this consideration alongside other relevant evidence such as ecological and heritage studies.

Housing sites in the setting of National Landscapes

National planning policy and guidance make clear that land within the setting of National Landscapes often makes an important contribution to maintaining their natural beauty.

The NPPG (Natural Environment) says of National Landscapes:

> "*Land within the setting of these areas often makes an important contribution to maintaining their natural beauty, and where poorly located or designed development can do significant harm. This is especially the case where long views from or to the designated landscape are identified as important, or where the landscape character of land within and adjoining the designated area is complementary. Development within the settings of these areas will therefore need sensitive handling that takes these potential impacts into account*" (Paragraph: 042 Reference ID: 8-042-20190721).

Development being proposed in areas outside of, but close to the boundary of, National Landscapes can include significantly expanded existing towns and villages, and the creation of wholly new settlements, sometimes branded as 'Garden Villages'. Again, decisions on allocating sites within the setting of National Landscapes should be 'landscape-led', to reflect the requirements of NPPF para 189 that development within the setting of National Landscapes should be '*sensitively located and designed so as to minimise impact'*, based on a robust understanding of landscape including the history and settlement patterns of the wider landscape, using site-specific landscape and visual sensitivity studies.

Impacts on the setting of a National Landscape can be direct or indirect, and might include:

- Visual effects, where there is a clear intervisibility between the site and the National Landscape, and therefore the site makes a positive contribution to the setting of the National Landscape, for example where the development of a site would result in an abrupt change of landscape character in close proximity to the National Landscape, and a loss of natural landscape contiguous with it. Also, for example, where the relationship between the particular National Landscape and an adjacent designated heritage asset such as a Conservation Area or Listed Building is a fundamental part of the setting of the particular National Landscape, perhaps due to topography or cultural significance.
- Effects on settlement character, particularly for proposed 'Garden Villages' attached to existing settlements, where these would not relate well to the established and historic pattern of development in the area, and would subsume and overwhelm the existing village, significantly altering its character and landscape setting, and creating large new urbanisations adjacent to National Landscapes.
- Physical effects, for example, on habitats (especially woodland) or watercourses with functional connectivity with the particular National Landscape, and on species e.g. on foraging opportunities and behavioural impacts.

[19] West Oxfordshire Local Plan 2031 Inspector's Report, August 2018 Issue 9 paras 214-224 west-oxfordshire-inspectors-report.pdf

- Impacts on the sense of naturalness, remoteness, tranquillity and dark skies of the particular National Landscape and the way it is experienced and enjoyed.
- Impacts of increased population close to the specific National Landscape boundary, for example significant increase in traffic movements on roads within and / or along the boundary of the National Landscape, increased recreational pressure, increased demands on natural resources.

Again, all these potential impacts should be considered against the natural beauty of the area, especially with reference to the statutory Management Plan for the specific National Landscape, and the key aims, objectives, outcomes (and policies, where relevant) therein.

Affordable housing in National Landscapes

Affordability of housing is often an issue within National Landscapes, particularly for younger people and those who work in land-based industries such as agriculture and forestry, and this has important implications for the future land management of National Landscapes and for sustainable rural communities. This issue is addressed in Circular 2010[5] with regard to National Parks, where similar issues exist.

As such, the provision of affordable housing that meets the needs of local communities, including the provision of housing that is affordable in perpetuity, should be a high priority in National Landscapes. Planning policies should seek to deliver high-quality and landscape-led new housing, including affordable housing and workspace, to support thriving rural communities, and which does not compromise the character and natural beauty of National Landscapes.

Local Plans need to plan for and engage positively with mechanisms capable of delivering affordable housing in National Landscapes. This might include housing tailored to the specific needs of land-based workers for rural housing needs, in order to support sustainable land management, the land-based economy and the aims, objectives, outcomes (and policies, where relevant) of National Landscape Management Plans.

In this regard, we would expect local planning authorities with land in a National Landscape to take up the opportunity provided in para 65 of the NPPF, regarding thresholds for affordable housing in 'designated rural areas' (defined in the NPPF Glossary as including National Landscapes). This says LPAs can include policies in their Local Plans requiring provision of affordable housing in residential developments of five units or fewer within National Landscapes.

Innovative mechanisms to deliver affordable housing in National Landscapes, for local people, including land-based workers, are recommended. Such mechanisms might include developing local criteria for key workers, exploring local thresholds for First Homes, and supporting local Community Land Trust ambitions. In recent years, community-led housing schemes have become more common across the country, often led by Community Land Trusts that are run by local people and provide genuinely affordable housing in perpetuity to meet local needs.

Rural exception sites

Rural exception sites are small sites used for affordable housing in perpetuity where sites would not normally be used for housing, i.e. outside the development boundaries of settlements. Accommodating rural exception sites within National Landscapes without adversely impacting on landscape character can be difficult, and decisions on allocating or accepting such sites within National Landscapes still need to be considered in the context of conserving and enhancing the natural beauty of the specific National Landscape (as per NPPF 189).

As with any site allocation, this requires a robust understanding of landscape including the history and settlement patterns of the wider landscape, taking into account National Landscape (AONB) Management Plans, which are key documents to understand the natural beauty of the area, and

therefore what needs to be conserved and enhanced when deciding the location, scale and design of a rural exception site. Local planning authorities also need to consider the cumulative impact of the proposed sites in that National Landscape.

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If you require general assistance in understanding or interpreting a specific National Landscape (AONB) Management Plan, please contact the relevant National Landscape (AONB) team, who will be able to offer you further guidance.

About National Landscapes Association

We are a registered charity that supports the mission to conserve and enhance natural beauty in National Landscapes and other protected areas. National Landscape teams across the UK work to achieve a sustainable balance of priorities at the landscape scale. One of our key aims is to support and develop a network of ambitious National Landscape teams and partnerships that have a strong collective voice and a positive impact on the places for which they care.

About this Briefing

National Landscapes Briefings offer a summary of key findings and recommendations arising from National Landscapes' action and insight. This Briefing has been informed by the Planning and Placemaking specialist panel of representatives from across the National Landscape network.

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Chichester Harbour
Management Plan
2024 - 2025

A Partnership Programme for Chichester Harbour National Landscape and Trust Port



Chichester Harbour

National Landscape (formerly known as Area of Outstanding Natural Beauty, AONB)

Map Scale @ A4: 1:65,000

LUC

Chichester Harbour National Landscape

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CB:KH EB:Horton_K LUC 12695_Map_1_Harbour_A4L 18/12/2023

Preface

The four Local Authorities of Chichester Harbour National Landscape are West Sussex County Council, Hampshire County Council, Chichester District Council, and Havant Borough Council. These Authorities have a legal requirement to publish a joint Management Plan for Chichester Harbour every 5 years. Ever since the Countryside and Rights of Way Act of 2000, Chichester Harbour Conservancy has acted on behalf of these authorities to prepare each iteration of the Management Plan.

On 7 July 2022, the Rt. Hon. Lord Benyon, wrote to Chichester Harbour Conservancy with the option to extend the current Management Plan (2019-2024) by one year. The rationale for the delay was:

- To allow time to strengthen the legal status of the Management Plan.
- To consider revised guidance for the preparation of the Management Plan.
- To consider new outcome-based targets for the Management Plan.
- To consider the Government's final response to the Landscapes Review.

On 14 November 2022, the Conservancy Board resolved to accept the offer. This meant that:

- The current Management Plan (2019-2024) would be subject to a light-touch review.
- A one-year Management Plan (2024-2025) would be published.
- The new five-year Management Plan (2025-2030) would be prepared thereafter.

For the purposes of clarity, this document is the one-year Management Plan.

The Conservancy has reviewed the policies and the actions within the framework of the Plan of 2019-2024, so it retains the spirit of the previous iteration without being anything greater than a light touch review.

Of course, much has changed since the last Plan was published on 1 April 2019. Later that year, the Manor of Bosham changed ownership for the first time in nearly 100 years, and in the autumn the Landscapes Review recommended 27 proposals for the future management of our protected landscapes. Progress with taking those proposals forward was affected by the subsequent general election, and then in early 2020 cross-departmental priorities shifted as a response to the global COVID-19 pandemic. The UK also officially exited the European Union, resulting in changes to international environmental designations and farming subsidies, amongst a host of other implications. In 2021, Natural England's Condition Review of Chichester Harbour downgraded over 80% of the Site of Special Scientific Interest (SSSI) to 'unfavourable declining' condition. The Conservancy set-up the Chichester Harbour Protection and Recovery of Naure (CHaPRoN) partnership initiative to help reverse the decline of the SSSI. Finally, all Areas of Outstanding Natural Beauty (AONBs) were rebranded to National Landscapes in 2023, as was a recommendation of the Landscapes Review.

The new five-year Chichester Harbour Management Plan (2025-2030) will take these factors into account during its preparation. In the meantime, please be assured that this light-touch review of the current Plan will serve to continue to conserve and enhance Chichester Harbour National Landscape for the year ahead and form the basis for the continued safe operation of the Trust Port.

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 functions around navigation, amenity, leisure, recreation, and the conservation of nature.

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 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 established a new long-term Vision to 2050 and reaffirmed 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. In 2023, Chichester Harbour AONB was rebranded as Chichester Harbour National Landscape.

Section 2 details the 15 policies of the Management Plan. 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, farming and land management 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. The 15 policies, which were prepared for the Third Review, are retained with this light review, with updates to the accompanying text and actions to bring them up-to-date.

Section 3 explains the importance of planning in this nationally important protected landscape. Since 2014, the Conservancy has developed 19 Planning Principles to help guide development in and directly around the AONB. For the purposes of clarity, Chichester Harbour remains an Area of Outstanding Natural Beauty (AONB) in national planning policy and will be referred to in this context until such time as it is updated. 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. For the forthcoming Management Plan of 2025-2030, the aim is to integrate the 19 Planning Principles into the actual policies. Such changes will be subject to a public consultation in 2024.

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

- 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.
- Make evidence-based decisions for the best possible management of Chichester Harbour, whilst challenging misinformation in the public domain.

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.
- Raise the profile of Chichester Harbour across South East England and at national and international 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 will be reviewed and subject to a public consultation in 2024.

- The **unique blend of land and sea** - especially the combination of large open water areas, narrow inlets and intimate creeks. Threatened by climate change, rising sea levels and inappropriate development.
- The **frequently wooded shoreline**. These are narrow fringes sandwiched between rising sea levels and intensively farmed land; many roots already immersed in salt water have only a limited life left.
- The **flatness of the landform**, unusual among National Landscapes, accentuates the significance of sea and tide and of distant landmarks across land and water. Inappropriate development can be seen from long distances and intrudes into the landscape, detracting from the historical features of interest.
- The **open water** of the central area of the Harbour. A microcosm of the open sea beyond the harbour mouth, reflecting the clouds and sky, the wind and rain.
- The overall **sense of wilderness** within the seascape. The naturalness that creates this sense is very dependent on maintaining natural processes and avoiding the dominance of man-made influences and structures.
- The particularly strong **historic character** and associations. These links with our cultural heritage are not always properly understood and could be used to highlight the importance of protecting the landscape which provides their setting.
- The picturesque **harbourside settlements**. Careful control of development is required if these harbourside villages are to retain their character. The trend towards large extensions and rebuilds creates a more urban feel to the landscape.
- The wealth of **flora and fauna**, notably the vast flocks of wading birds, adds to the richness and diversity of the landscape. Chichester Harbour is internationally important for its many species and habitats and these must be given priority for protection. The health of the landscape can be measured by the biodiversity the Harbour offers. Surveys and monitoring of species and habitats form a vital part of ensuring the continued well-being of the National Landscape.
- The **unspoilt character and unobtrusive beauty**. It is important that visitors to the Harbour understand and value its special qualities. The promotion of these special qualities should concentrate on raising visitors' awareness rather than attracting greater numbers.
- The Harbour offers a very special sense of **peace and tranquillity**, largely engendered by the gentle way it is used and the closeness to nature that is experienced. People pressure, inappropriate development and pollution, particularly light and noise, can easily destroy this fragile value as can inappropriate activities.

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 National Landscape.

Sea Level Rise and Climate Change

Potentially affects all the special qualities.

THREATS

- Relative to 1995–2014, the likely global mean sea level rise under the Shared Socio-economic Pathways (SSP) 1-1.9 Greenhouse Gas (GHG) emissions scenario is 0.15–0.23 m by 2050 and 0.28–0.55 m by 2100; while for the SSP5-8.5 GHG emissions scenario it is 0.20–0.29 m by 2050 and 0.63–1.01 m by 2100 (medium confidence).
- 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. Two-thirds of the Harbour has hard sea defences which cause coastal squeeze - the loss of saltmarsh habitat - and affects the natural setting of the National Landscape, giving a more urbanised feel to the landscape.
- Landowners and land managers may decide to circumvent the planning and consenting process by installing hard sea defences (sea walls) without permission.
- Coastal footpath access routes around the Harbour will need to rollback inland as a response to sea level rise and flooding. The solution is not to build more and stronger hard defences.
- 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

- Restore and create coastal habitats that provide nature based solutions such as natural flood protection, particularly those that provide high value to ecosystem services and natural capital.
- Working closely with Local Planning Authorities to protect the National Landscape, using the National Planning Policy Framework, Local Plans, the Chichester Harbour Management Plan, Neighbourhood Plans, Village Design Statements, and Supplementary Planning Documents. Working closely with service providers to manage the risk and resilience to infrastructure and utilities.
- 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 manage the footpath network, including the King Charles III England Coast Path.
- Taking strict enforcement action against developers that install unauthorised hard sea defences.
- Planning ahead to rollback footpaths where they may be entirely lost to coastal erosion.
- Deploying Harbour Watchers to regularly assess the condition of footpaths and shoreline defences.
- 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

- Around 330 planning applications are submitted every year in and directly around the National Landscape.
- New major developments in and directly around the National Landscape, such as extensive housing sites, industrial parks, and large-scale renewable energy infrastructure, are likely to have an overall detrimental impact.
- 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 National Landscape, 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.
- Investigating the potential for new cycle routes around the Harbour.
- Encouraging use of public transport, the Salterns Way, and the uptake of electric vehicles and bicycles.

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.
- Groundwater infiltration, misconnections of surface water, and high rainfall events add pressure to the Waste Water Treatment Works and can result in the discharge of untreated sewage.
- Bacteria from faecal contamination from various sources (including private sewage treatment works, boats, and animals) are an issue for public health.
- 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 detrimental impact on water quality.
- Diffuse pollution washes into the Harbour from the Solent and further afield, as well from the catchments, which is difficult to have any direct control over.
- Oil pollution (from vessel accidents) is also a potential threat, as are antifoulants, chemicals, and fibreglass.
- 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 National Landscape, 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.
- Heightened community engagement and education needed to stop or reduce pollution, for example around sewage treatment maintenance, agriculture management, flushing inappropriate items (wet wipes), anti-fouling, misconnections, and the use of pump-out facilities for boats.
- 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 Harbour Watchers and Volunteer Rangers 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.

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 a National Landscape (the Area of Outstanding Natural Beauty). Its purposes extend beyond that of other National Landscapes, 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 Advisory Committee provides expert subject matter guidance to the Board and was established by the Chichester Harbour Conservancy Act of 1971. The Advisory Committee are consulted on all matters substantially affecting the Amenity Area and the maintenance, management, and improvement of the Harbour, particularly: works and dredging licences; variances on rates and charges; changes to navigational marks or lights or channel of the Harbour; the making of byelaws the Board is to take into consideration any such matter as referred to them by the Advisory Committee. The 1971 Act gave provision of 18 candidates of the Advisory Committee, of which it must comprise **15-17 members**.

	As of 1971 Act	*Appointed as of 2024/2025*	Members
(a)	**Royal Yachting Association**	***No change***	1
(b)	**Chichester Harbour Federation**	***No change***	4
(c)	**Sussex Sea Fisheries District**	**Sussex Inshore Fisheries and Conservation Authority**	1
(d)	**Emsworth Harbour' Fishermen's Federation**	**Professional Boatman's Association**	1
(e)	**Nature Conservancy**	**Natural England**	1
(f)	**Countryside Commission**	**Environment Agency**	1
(g)	**Greater London and South East Sports Council**	**-**	0
(h)	**Chichester District Association of Parish Councils**	**Chichester District Association of Local Councils**	1
(i)	**Ship and Boat Builders National Federation**	**British Marine**	1
(j)	**Interests of the Residents of the Amenity Area within the Borough of Havant or Chichester District Association of Parish Councils**	**Residents of the Borough of Havant**	1
(k)	**Amateur Fishing Interests**	**Apuldram Fishing and Boat Club**	1
(l)	**Naturalists**	***No change***	1
(m)	**Wildfowlers**	***No change***	1
(n)	**Other Interests**	**(i) Friends of Chichester Harbour and (ii) Farming Interests**	2

Statutory Board

The Board is the decision-making body and was also established by the Chichester Harbour Conservancy Act of 1971. The 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 Board by the local authority or by the 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 2024, Chichester Harbour Conservancy employs over **50 people** to help manage the National Landscape and Trust Port.

	Employees
Permanent (full-time)	12
Permanent (part-time)	18
Seasonal Patrol Assistants	10
Education Centre Team Teachers (casual)	6
Solar Heritage Skippers and Crew (casual)	8

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 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 requires local authorities to publish Statutory Management Plans for all AONBs at five-year intervals. 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.

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 that 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). As a result of a proposal in the Landscapes Review of 2019, this was amended in 2023 to:

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

The CRoW Act also saw the Chichester Harbour Conservancy Advisory Committee and Board formally established as the Joint Advisory Committee (JAC) for Chichester Harbour AONB. This included taking on responsibility for land outside the Amenity Area, but within the AONB, thereby creating a single coherent Management Plan for the whole National Landscape.

Local, National and International Designations

A distinctive feature of Chichester Harbour is the range and spatial coverage of local, national and international designations. The National Landscape 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) / National Landscape**	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. All AONBs were rebranded as National Landscapes in 2023.
	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 identified 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 SINCs in Chichester Harbour.

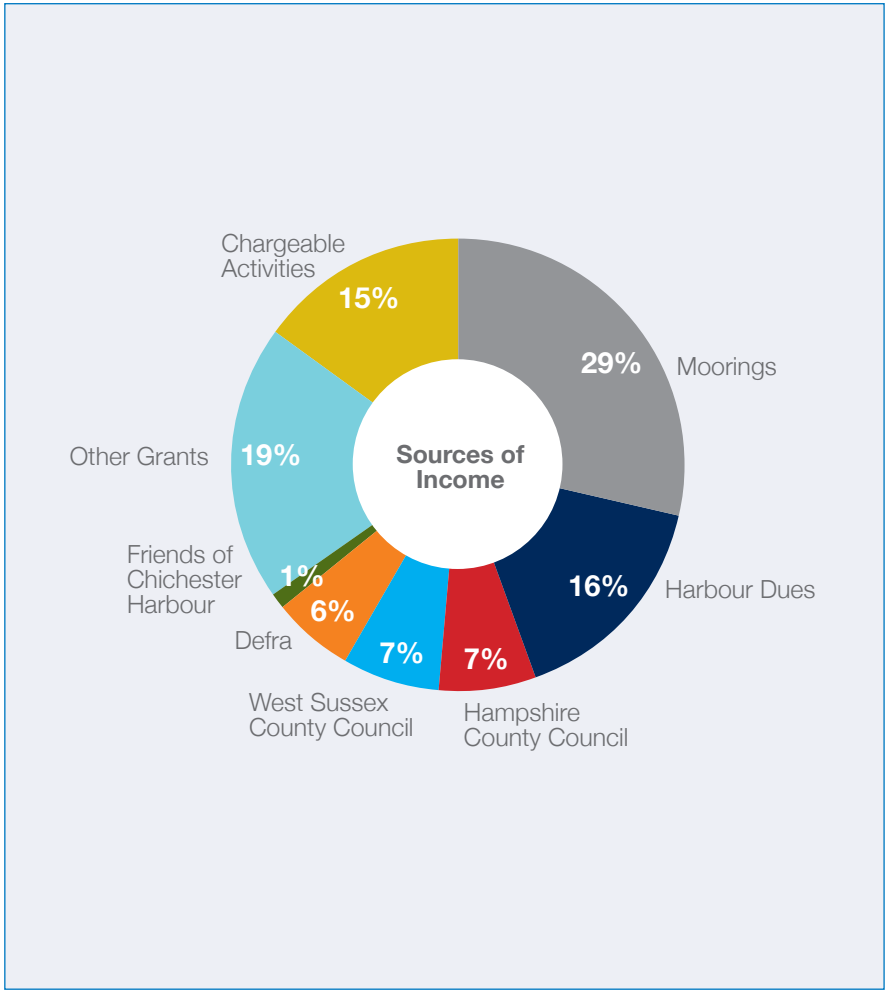
Integrated Coastal Zone Management

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 National Landscape 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 2023)**. The income is used to deliver the policies and actions in the Management Plan.



Local Supporting Organisations

Each organisation has its own specific role and remit, whilst supporting Chichester Harbour Conservancy with the management of the National Landscape.

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 1,000 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 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 375 acres of land at 15 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.

Principal Partners

The list of Principal Partners are some of the organisations that will collectively help to deliver the Management Plan in 2024/25.

- Bird Aware Solent
- British Marine
- British Trust for Ornithology
- Chichester District Council
- Chichester Harbour Conservancy
- Chichester Harbour Federation
- Chichester Harbour Heritage Partnership
- Chichester Harbour Protection & Recovery of Nature (CHaPRoN) Partnership
- Chichester Harbour Trust
- Coastal Partners
- Educational Establishments
- Environment Agency
- Farmers and Land Managers
- Farming in Protected Landscapes Local Assessment Panel
- Friends of Chichester Harbour
- Hampshire County Council
- Harbourside Parish Councils in West Sussex
- Harbourside Residents' Associations in Hampshire
- Havant Borough Council
- Manor of Bosham & The Hundred Ltd.
- Marine Management Organisation
- Marine Society
- Maritime & Coastguard Agency
- National Landscapes Association
- National Lottery's Heritage Fund
- Natural England
- Royal National Lifeboat Association
- Royal Society for the Protection of Birds
- Royal Yachting Association
- Solent Seascape Project Partnership
- Solent & Southern Harbour Masters Association
- Southern Water
- Sussex Inshore Fisheries & Conservation Authority
- The F. G. Woodger Trust
- UK Harbour Masters' Association
- West Sussex County Council

Section 2
Chichester Harbour Policies

Policy 1
Conserving and Enhancing the Natural Beauty of the Landscape

The distinctive character and natural beauty of Chichester Harbour National Landscape will continue to be conserved and enhanced for the benefit of current and future generations.

Chichester Harbour National Landscape has the highest level of protection in UK law. It 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 space for food production, clean air and water, wildlife, woodlands, 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 National Park.

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 National Landscape.
- Installing, replacing, and strengthening hard shoreline defences reduces the naturalness of the Harbour.
- Land sold for development rather than bestowed in its natural beauty for the benefit of future generations.
- Loss of farmland hedgerows and trees.
- Unauthorised developments not in keeping with the landscape character.
- Unprotected land between Chichester Harbour National Landscape and the South Downs National Park is subject to increasing development pressure.
- Detrimental impact on landscape of overground network infrastructure, particularly utility poles.

Actions to be taken by Chichester Harbour Conservancy:

1.1 To prepare and publish a Climate Change Adaptation Plan for Chichester Harbour.

1.2 To review and update the Sustainable Shorelines: General Guidance document, which advises people considering repairing, replacing or strengthening shoreline defences, and the issue of coastal squeeze.

1.3 To commission an updated State of the National Landscape Report in 2024.

Actions to be taken by other stakeholders:

1.4 To support Chichester Harbour Trust to acquire new sites in the Harbour to provide long-term environmental protection.

1.5 To seek nature-based solutions as a preference for the management of the natural estuary of Chichester Harbour.

1.6 To remove hard shoreline defences where they are no longer needed in consultation with relevant coastal protection authorities

1.7 To proactively plan and rollback coastal footpaths, rather than lose them altogether through the gradual process of erosion.

1.8 To support activities that raise awareness of the National Landscape designation and the value of the landscape.

1.9 To utilise the planning system to help conserve the landscape and its setting, including safeguarding the countryside and countryside gaps surrounding the National Landscape, for the benefit of future generations.

1.10 To investigate opportunities for new landscape-scale conservation projects, including the creation of new wildlife corridors between Chichester Harbour National Landscape and the South Downs National Park.

1.11 To protect the historic and iconic views from the National Landscape towards Chichester Cathedral, to and from Kingley Vale National Nature Reserve, and to and from the South Downs National Park.

Policy 2
Development Management

The land and water within Chichester Harbour National Landscape is equally important. Development inside Chichester Harbour National Landscape will conserve and enhance natural beauty. Development applications along the boundary will respect the close proximity of the National Landscape by giving great weight to conserving and enhancing natural beauty.

National 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 a National Landscape. 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 National Landscape in recent years, although this has resulted in added pressure on the land directly outside the boundary, which affects the character and setting. Urban extensions around Hayling Island, Southbourne, Chidham & Hambrook, Bosham, and Birdham, will erode the rural character and result in the loss of open views into and out of the National Landscape.

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 important in identifying local needs and local design and these documents offer useful guidance in the planning process within the National Landscape. 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 National Landscape 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 National Landscape.

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 National Landscape, and to co-ordinate responses 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

- Chichester Harbour Conservancy has no control over development on land in and around the National Landscape.
- There are competing national interests of the need to build new houses with the protection of the National Landscapes.
- 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 National Landscape and close to the boundary does not have the same level of protection, yet new developments can damage the character and setting of the National Landscape.
- 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 National Landscape is at Burnes Shipyard (Bosham).
- The number of greenhouses in and around the National Landscape contribute towards the high levels of light pollution at night.
- Major developments inside the National Landscape, or sufficiently close to the boundary, could have a significant detrimental impact on landscape, water quality, and recreational disturbance.
- Breaches of planning law have resulted in ongoing enforcement cases, which can damage the National Landscape.
- There is a shortage of affordable housing in and around Chichester Harbour.

Actions to be taken by Chichester Harbour Conservancy:

2.1 To appraise and respond to all planning applications in and directly around the AONB/ National Landscape.

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, pubic 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/National Landscape (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 is under threat from development, deteriorating water quality, recreational disturbance, coastal squeeze, and climate change. Habitats must be conserved, restored, and enhanced, so wildlife can thrive and the healthy ecology of the natural estuary returns. For the benefit of future generations, the natural environment must take precedence until such time as the local state of nature improves.

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 used to have 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. Natural England reported that the extent of saltmarsh coverage in Chichester Harbour has reduced by 58% since 1946.

Like saltmarshes, **seagrasses** have the potential to sequester huge volumes of carbon. There are two types of seagrass in Chichester Harbour, eelgrass *(Zostera marina)* and dwarf eelgrass *(Zostera noltei)*.

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 Tournerbury Woods, are both private estates. Other small copses found around the Harbour are collectively important to the natural landscape.

The Volunteer Rangers 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 Harbour Watchers, litter picking. Finally, they have helped to maintain bird hides, repair shoreline defences, and regularly assist with community events.

Chichester Harbour Site of Special Scientific Interest (SSSI)

Natural England's Condition Review of Chichester Harbour (2021) revealed the immense pressure the SSSI is under, resulting in a downgrading of the status to 'unfavourable declining', meaning that as each year passes the state of nature within the Harbour is getting worse. An updated map of the SSSI in in the appendix.

Chichester Harbour Conservancy established the Chichester Harbour Protection and Recovery of Nature (CHaPRoN) partnership initiative to focus on returning the SSSI to favourable status. It is a significant challenge and will require extensive resources, financial investment, expertise, and the co-operation of the authorities, landowners and local communities.

There needs to be a new focus on nature-based solutions and adaptive management, to allow Chichester Harbour to function like a natural estuary again.

Natural England has published a list of Operations Likely to Damage the Special Interest of Chichester Harbour. Any planned activities or development that includes these operations should be carefully scrutinised, even in parts of the SSSI which are in favourable condition, so as not to endanger that status in years to come. These are Operations Requiring Natural England's Consent (ORNEC), and the list is reproduced overpage.

MANAGEMENT CHALLENGES

- Over 90% of Chichester Harbour SSSI is in unfavourable condition, of which 80.44% is in a declining state.
- Saltwater and freshwater habitats are negatively affected by high levels of water pollution. This stimulates the growth of macroalgal 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.
- Intertidal and subtidal habitats are subject to recreational pressures, for example trampling (the forming of footpaths through the saltmarshes), and scouring damage by anchoring.
- 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 loss of hedgerows and wildflower meadows as land has been repurposed.
- 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.

Actions to be taken by Chichester Harbour Conservancy:

3.1 In partnership with the Friends of Chichester Harbour, to deploy Volunteer Rangers to help with practical management tasks in the National Landscape.

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 conserve, enhance and retore the habitats of the SSSI for the benefit of nature.

3.4 To continue to restrict public access to some particularly sensitive habitats.

Actions to be taken by other stakeholders:

3.5 To monitor the condition of the Site of Special Scientific Interest, the Special Area of Conservation, the Special Protection Area and the Ramsar Site.

3.6 To investigate opportunities for new managed realignment projects and to seek to deliver them.

3.7 To support Chichester Harbour Conservancy with efforts to conserve, enhance and retore the habitats of the SSSI for the benefit of nature.

3.8 To work with partners to identify and manage instances of tree disease.

Chichester Harbour Site of Special Scientific Interest (SSSI): List of Operations Likely to Damage the Special Interest

Site name: Chichester Harbour OLD1003245

1	**Cultivation, including ploughing, rotovating, harrowing, and re-seeding.**
2	**The introduction of grazing and changes in the grazing regime (including type of stock, intensity or seasonal pattern of grazing and cessation of grazing).**
3	**The introduction of stock feeding and changes in stock feeding practice.**
4	**The introduction of mowing or other methods of cutting vegetation and changes in the mowing or cutting regime (including hay making to silage and cessation).**
5	**Application of manure, fertilisers and lime.**
6	**Application of pesticides, including herbicides (weedkillers).**
7	**Dumping, spreading or discharge of any materials.**
8	**Burning.**
9	**The release into the site of any wild, feral or domestic animal*, plant or seed.**
10	**The killing or removal of any wild animal*, including pest control.**
11	**The destruction, displacement, removal or cutting of any plant remains, including tree, shrub, herb, hedge, dead or decaying wood, moss, lichen, fungus, leaf-mould and turf.**
12	**The introduction of tree and/or woodland management+ and changes in tree and/or woodland management+.**
13a	**Drainage (including the use if mole, tile, tunnel or artificial drains).**
13b	**Modification of the structure of watercourses (eg rivers, streams, springs, ditches, dykes and drains), including their banks and beds, as by re-alignment, re-grading and dredging.**
14	**The changing of water levels and tables and water utilisation (including irrigation, storage and abstraction from existing water bodies and through boreholes).**
15	**Infilling of ditches, dykes, drains, ponds, pools, marshes or pits and dune slacks.**
16a	**The introduction of freshwater fishery production and/or management and changes in freshwater fishery production and/or management, including sporting fishing and angling.**
16b	**Coastal fishing or fisheries management and seafood or marine life collection, including the use of traps or fish cages.**
17	**Reclamation of land from sea, estuary or marsh.**
18	**Bait digging in intertidal areas.**
19	**Erection of sea defences or coast protection works, including cliff or landslip drainage or stabilisation measures.**
20	**Extraction of minerals, including shingle, sand and gravel, topsoil, shells and spoil.**
21	**Construction, removal or destruction of roads, tracks, wall, fences, hardstands, banks, ditches or other earthworks, or the laying, maintenance or removal of pipelines and cables, above or below ground.**
22	**Storage of materials.**
23	**Erection of permanent or temporary structures, or the undertaking of engineering works, including drilling.**
24	**Modification of natural or man-made features, clearance of boulders, large stones or loose rock and battering, buttressing or grading rock faces and cuttings, infilling of pits, quarries and re-grading of dune and beach land forms.**
26	**Use of vehicles or craft likely to damage or disturb features of interest.**
27	**Recreational or other activities likely to damage features of interest including sand dune and beach land forms.**
28	**The introduction of game or waterfowl management and changes in game and waterfowl management and hunting practice.**
*	**'animal' includes any mammal, reptile, amphibian, bird, fish or invertebrate.**
+	**Including afforestation, planting, clear and selective felling, thinning, coppicing, modification of the stand or underwood, changes in species composition, cessation of management.**

ORNEC – Operations Requiring Natural England Consent.

NATURAL ENGLAND

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, gig rowing, foiling craft, personal watercraft, and stand-up paddleboards. There are around 10,500 craft in all, along with a dedicated contingent of year-round swimmers.

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 fishing, sailing and boating alongside swimming.
- 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).

Actions to be taken by Chichester Harbour Conservancy:

4.1 To nominate 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 conduct a full review the navigation risk assessment reflecting the changing profile of Harbour users.

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 support the Harbour Master by operating a safe environment for the benefit of reasonably prudent Harbour users.

Policy 5
Facilitating Navigation

Chichester Harbour Conservancy will continue to manage the infrastructure in 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. Some of the dredging in the Harbour approach channel is outside of the jurisdiction of Chichester Harbour Conservancy.

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.

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

Good water quality is fundamentally important to the health of Chichester Harbour estuary, affecting the array of wildlife, the quality of the habitats, sailing and boating, and anyone with an interest in this National Landscape. Current and future work to reduce all sources of pollution is of the utmost importance and must be prioritised if the overall state of the Harbour is to be improved.

Good 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 leisure and recreational use. Although there has always been a high level of public awareness about the importance of good water quality, with advances in technology, and the emergence of social media, with ongoing and multifaceted research programmes, public perceptions are arguably more heightened than ever.

Nitrates, Phosphates, Nutrients and Eutrophication

Nitrogen is a natural element essential to healthy estuary. However, excess nutrients (primarily nitrates and phosphates) lead to algal blooms that smother important intertidal habitats, reducing the resilience of saltmarsh. High nitrate levels can also inhibit sea-grass growth. Nutrients come from waste-water treatments works (WWTW), and agricultural and urban run-off, and atmospheric deposition.

Storm discharges (technically referred to as Combined Sewer Overflows) occur when WWTWs get overwhelmed by incoming water, which itself is a combination of sewage and freshwater (rainfall and groundwater). These discharges usually occur during periods of wet weather. Storm overflows are designed to act as relief valves when the sewerage system is at risk of being overwhelmed, such as during heavy downpours when a lot of rainwater runs into drains and the sewerage system in a short space of time. If the system does get overwhelmed it can cause flooding and back-up into people's homes. To prevent that happening water companies sometimes use storm overflows to release extra rainwater and wastewater into the catchment around Chichester Harbour, and directly into the Harbour itself. Spills can also come from storm overflows in emergency situations, for example, if there are sewer blockages or equipment failures at wastewater treatment works.

- As a nationally and internationally important landscape, all storm overflows in and around Chichester Harbour should be eliminated by 2030. Longer term, genuine questions remain about the pressure the WWTWs are under to connect the thousands of new dwellings being built each year, without having a detrimental impact on the environment.

Nitrogen is a crucial nutrient that helps plants and crops grow, but high concentrations are harmful to people and nature. Pure, clean water is vital to human health and to natural ecosystems. Excess nitrogen from agricultural sources is one of the main causes of water pollution in Chichester Harbour. Nitrates and organic nitrogen compounds from fertiliser and manure enter groundwater through leaching and reach surface water through runoff from agricultural fields. There is an excessive amount of nitrate run-off from farms in and around Chichester Harbour, and within the wider catchment, which crosses the South Downs National Park.

- Traditional farming practices that leach nitrates into Chichester Harbour need to modernise. Land managers should reassess the cost/value benefits of applying fertiliser given that much of the low lying land is already highly fertile. The application of historic levels of fertiliser may not significantly increase the annual yield. Where it is necessary to apply fertiliser, farmers should leave a buffer zone of at least 5 metres (greater if the land if subject to leaching) and sow winter cover crops. The use of GPS technology to prevent double-spraying is also encouraged.

Pharmaceuticals and Household Chemicals

Pharmaceuticals and household chemicals primarily enter Chichester Harbour through the WWTWs. Many of these chemicals are used in commonplace, over-the-counter drugs, cosmetics or household items. Pharmaceuticals that are consumed and utilised by humans return to the sewage system, just as household chemicals are poured down the drain after use. The WWTWs are not designed to filter pharmaceuticals and other household chemicals. Though the full impact of these chemicals are as yet not fully understood, we do know that they can disrupt the functioning of many organisms and reduce the resilience of marine ecosystems.

- There needs to be greater understanding that pharmaceuticals and household chemicals detrimentally impact on the natural environment. Society need to consider the future role of green prescriptions rather than traditional medicine – spending time outside supports positive health and wellbeing. Wherever possible, consumers should consider switching to eco-friendly household chemicals.

Plastics

Plastics are inexpensive and durable, making them very adaptable for different uses. Sources of plastic pollution include wear and tear on car tyres, litter, factory waste (nurdles), and clothing fibres. The chemical structure of most plastics renders them resistant to many natural processes of degradation and as a result they are slow to degrade. Global plastic production rose from 1.5 million tons in the 1950s to 335 million tons in 2016, resulting in environmental concerns about their release into landfills and natural environments. Today, plastics have been categorised as mega (largest), macro, meso, micro, and nano (smallest). Living organisms, particularly marine animals, can be harmed either by mechanical effects such as entanglement in plastic objects, problems related to ingestion of plastic waste, or through exposure to chemicals within plastics that interfere with their physiology. Degraded plastic waste can directly affect humans through direct consumption.

- Society is already working to reduce and eliminate single use plastics. Although this work will continue, the legacy of plastic pollution is a global issue.

Sailing and Boating

Pollution from recreational boating activities comes from a number of sources. When a vessel is treated with anti-fouling paint, it usually follows a high-pressure fresh water wash to remove loose antifouling from the previous paint. Unless contained, this will wash into the Harbour. Grey water is a term used to describe water than has been used, for example after washing-up dishes. Grey water includes chemicals used in soaps, washing up liquid, etc. Black water is toilet waste. Vessels fitted with waste water holding tanks can access pump out facilities around Chichester Harbour to empty them. Vessels without holding tanks should use a portable toilet, to be emptied at a chemical disposal point.

- Chichester Harbour Conservancy, the sailing clubs, boatyards and marinas, all have a responsibility to encourage best practice so that all Harbour users understand how they can minimise their impact on water quality.

MANAGEMENT CHALLENGES

- The historic levels of nitrates in the catchments mean the chemicals will be filtering through to Chichester Harbour for years to come.
- New developments put pressure on Waste Water Treatment Works.
- There is an outdated sewage system infrastructure, with infiltration from ground water sources and misconnections from surface water into the main drains. Increasing storm overflow capacity is not a solution in itself.
- Run-off from highways entering the water environment.
- 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.
- With the advent of climate change society can expect more frequent instances of heavy rainfall each year.
- 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.
- Increasing use of Per- and Polyfluorinated Substances (PFAS) and other forever chemicals in industrial and domestic products. Resistant to biodegradation with potential detrimental impact on the natural ecosystems.

Actions to be taken by Chichester Harbour Conservancy:

6.1 To maintain and exercise an Oil Spill Contingency Plan, a Port Waste Management Plan, and an Oil Pollution Response Plan.

6.2 To provide and promote a pump out station in the Harbour at West Itchenor, and support similar facilities elsewhere.

6.3 To continue to monitor water quality levels at strategic locations around the Harbour.

6.4 To encourage best practice farming, with regards to the retention of nitrates.

Actions to be taken by other stakeholders:

6.5 To engage with partners and support initiatives that will lead to beneficial impacts on the water environment.

6.6 To rationalise the various interest groups in this field so as to maximise resources, efficiency, and impact.

6.7 To continue to invest in research to improve our understanding of water quality and source apportionment, impacts on natural environment.

6.8 To work towards a target of zero storm overflows in Chichester and Langstone Harbours by 2030.

6.9 To work with marinas, sailing clubs and boat yards to manage antifouling on boats as well as their safe end of life disposal.

6.10 To engage with local communities and promote individual actions that will contribute to improved water quality, for example only flushing the 3Ps (poo, pee, and paper), safe disposal of fats, and the greater use of eco-products.

6.11 To develop opportunities to use nature-based solutions to improve water quality, for example wetlands and filter feeders.

Policy 7
Farming and Land Management

The farms and water catchments surrounding Chichester Harbour are the dominant landform of the National Landscape. Work will continue to support sustainable land management practices that promote nature recovery, and conserve and enhance the natural beauty of Chichester Harbour.

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, regenerative farming), or direct negative impact (e.g. use of chemicals, fertilisers, and monoculture farming practices), 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. Currently 2,200 ha of land is farmed in the Chichester Harbour National Landscape with a mixture of arable, horticulture, sheep and cattle farming.

Farmers today continue to face a period of economic uncertainty as the long-established system of farm subsidies are in the process of being phased out by 2027. The new replacement programme is called the Environmental Land Management scheme (ELMs), which aims to balance food production with nature recovery, is still being finalised. Therefore, farming is in a transitional phase.

While ELMs is in the drafting phase, to encourage farmers in protected landscapes to conserve and enhance the natural beauty of their landscapes, the government has implemented the Farming in Protected Landscapes (FiPL) programme. This was introduced in July 2022 as a short term measure due to end in March 2025. Through FiPL farmers in Chichester Harbour have been able to deliver projects which support the four themes of Climate, Nature, People and Place. To date, 33 projects have been approved with an emphasis on Water Quality, habitat creation and regenerative farming. The Programme has also supported the creation of a local Farmer Cluster group. FiPL runs alongside other government grant schemes like the Sustainable Farming Incentive, Farming Investment Fund, and Countryside Stewardship.

Catchment Sensitive Farming is a partnership approach designed to help farmers and a range of other partners to improve water and air quality. Extended in 2023 to all agricultural areas, the programme offers free training, advice, and support for grant applications. The key aim of Catchment Sensitive Farming is to support Sustainable Farming practices whilst protecting the economic viability of Farm Businesses. Chichester Harbour is a designated Nitrate Vulnerable Zone. Therefore, practices which limit nutrient use, not only reduce water pollution but also help famers to comply with NVZ statutory obligations. The Scheme also helps to deliver other environmental benefits for the Harbour area such cleaner drinking water, healthier fisheries, thriving wildlife, cleaner bathing water and a reduction in flood risk for the local community.

Longer term, climate change continues to 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 National Landscape.

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.

MANAGEMENT CHALLENGES

- Threat of nitrates and phosphates from fertilisers, and chemicals from 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.
- The continuation 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 National Landscape.

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 protected landscape.

7.2 To deliver the Farming in Protected Landscapes programme and assist during the application process.

7.3 To prepare for the new Environmental Land Management scheme.

7.4 To publicise examples of best practice farming and land management in the National Landscape.

7.5 To improve and build on the relationship with the local farming community.

Actions to be taken by other stakeholders:

7.6 To promote Catchment Sensitive Farming and initiatives which reduce the nutrient input into the Harbour.

7.7 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 natural environment of Chichester Harbour is in a state of crisis, with widespread species decline and the gradual deterioration of coastal habitats. Wildlife must be allowed space to flourish, and society must assist with reversing the downward trends if the situation is to improve.

Chichester Harbour 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. The popularity of dog walking around Chichester Harbour brings increasingly frequent disruptions to the wildlife. 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 60 harbour (common) seals and 20 grey seals. 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 small fish surveys in Chichester Harbour since 2010, in collaboration with Chichester Harbour Conservancy, and also with Sparsholt College. So far, around 30 species of fish have been recorded, with **herring, common gobies, sand smelt, golden grey mullet, black bream and bass** being regularly recorded. These surveys illustrate the importance of the Harbour as a designated Bass Nursery and a nursery for many other species of fish. Historically, Chichester Harbour has also supported a large **oyster fishery**. When population levels allow, it is opened for a 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.
- The advent of avian influence (bird flu) since 2020.
- 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.

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.

Actions to be taken by other stakeholders:

8.8 To invest developer contributions through Bird Aware Solent to help look after the Special Protection Area.

8.9 To ensure known water vole sites are sensitively managed.

8.10 To ensure fish and shellfish stocks are carefully and sustainably managed for future generations (businesses, Sussex IFCA, etc.).

8.11 To develop and implement new small-scale conservation projects (Wildfowlers).

Policy 9
Health and Wellbeing

Opportunities for leisure and recreation are fundamentally important functions of Chichester Harbour National Landscape. Popular activities include walking, cycling, sailing, boating, kayaking, canoeing, stand-up paddleboarding, rowing, and swimming. Whether seeking a cardiovascular workout, or rest and relaxation in a peaceful and tranquil environment, there is a chance for everyone to benefit from the health and wellbeing possibilities.

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 National Landscape to improve health and wellbeing.

MANAGEMENT CHALLENGES

- 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.

Actions to be taken by Chichester Harbour Conservancy:

9.1 To keep the footpaths in the National Landscape in a safe and usable condition (if managed by Chichester Harbour Conservancy).

9.2 To manage harbourside memorial benches.

9.3 To investigate opportunities to increase the number of wheelchair accessible paths.

9.4 To enhance and promote the Salterns Way cycle route.

9.5 To maintain the surface of the Salterns Way in a safe and usable condition (if managed by Chichester Harbour Conservancy).

Actions to be taken by other stakeholders:

9.6 To keep all other footpaths in the National Landscape in a safe and usable condition (i.e. those not managed by Chichester Harbour Conservancy).

9.7 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 National Landscape. *Solar Heritage* has also been adapted for wheelchair users. The engines are virtually silent, so when gliding 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

- 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 National Landscape.
- Increasing pressure for marina berths to be used for people living onboard, or 'Beds-on-Board' rentals.
- Heightened concern for water quality, which affects the experience of sailors and boaters.
- Changing market conditions, including an aging population of recreational sailors and boaters.

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 National Landscape.

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.

Currently the Conservancy is helping 9,500 people a year to access the Harbour through its education services. It works with over 100 educational organisations and in 2023/24 delivered 34,300 hours of engagement. This figure includes field trips, outreach in schools and community events 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 the Harbour experience.

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), 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.

The Chichester Harbour Education Service was given a National Award in 2019 for **Best Practice and an Outstanding Contribution to a National Landscape**. The Award coincided with the 20th anniversary of the Education Service and was presented by the National Landscapes Association. It was estimated at the time that around 150,000 beneficiaries had used the Education Service. Today, the figure will be figure will be closer to 200,000 beneficiaries since it was established.

MANAGEMENT CHALLENGES

- Comparatively few schools visit the Harbour during winter months even though there is much to see during this important time of the year. Increased extreme weather events and flooding can impact on visits throughout the year but particularly in the winter.
- Visits to Chichester Harbour can be financially prohibitive due to the high costs of transport for many educational establishments.

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 develop and maintain new relationships with schools within reasonable commutable distance that are not currently taking advantage of the educational opportunities of Chichester Harbour.

11.3 To deploy Education Staff to promote the Conservancy's key conservation and nature recovery messages.

11.4 To deliver the Junior Conservancy programme, which enables children to understand the effect of coastal disturbance on wetland birds and then debate the issues in the Council's Chamber.

11.5 To deliver a local outreach programme called Harbour Schools and a renewed focus on engagement with local schools.

11.6 To improve access for all at Dell Quay, quay and to Fishbourne Meadows. At Fishbourne stream create cow-free fenced area for school and community groups to work safely.

11.7 In partnership with the Friends of Chichester Harbour, to try and overcome any barriers to accessing the Education Service (e.g. transport, affordability, etc.).

11.8 To encourage more winter school visits, for example, to engage pupils with the range of overwintering birds only present at that time of year.

11.9 To provide education opportunities for special educational needs group.

Actions to be taken by other stakeholders:

11.10 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.)

11.11 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 National Landscape. 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.

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, Warblington and Denvilles, 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.

Within reason, Chichester Harbour Conservancy is able to assist communities with outreach talks, open days, and attendance at shows. The most contemporary message to get across is that the state of nature is in crisis, and therefore it cannot be business as usual anymore with the management of the Harbour. In some quarters, there is a resistance to change in favour of keeping the status quo, for example in retaining sea defences and thereby keeping the coastal footpaths in the same place in perpetuity. Ultimately these actions will damage the coastal habitats of the Harbour. Local communities would be best served by reflecting on opportunities for nature-based solutions and adaptive management wherever possible.

Chichester Harbour Conservancy understands the area was designated as a National Landscape for the nation to enjoy. The Conservancy strives to improve and increase access for everyone so long as it does not harm the conservation of nature.

MANAGEMENT CHALLENGES

- 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 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.

Actions to be taken by Chichester Harbour Conservancy:

12.1 To prepare and publish the annual Harbour Life magazine.

12.2 To deploy Volunteer Photographers.

12.3 To deliver outreach talks to local communities in and around the Harbour.

12.4 To raise awareness of the names of the most common wildlife found in the Harbour.

12.5 To update and replace the interpretation panels and information boards around the Harbour.

Actions to be taken by other stakeholders:

12.6 In partnership with Chichester Harbour Trust, to manage sites in their ownership for the benefit of local people and wildlife.

12.7 To manage other sites for the benefit of local people and wildlife.

Policy 13
Prosperous Economy

Chichester Harbour will be a place where rural and maritime businesses prosper, while furthering the conservation and enhancement of the National Landscape.

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.

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

- 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.
- The List of Operations Likely to Damage the Site of Special Scientific Interest (SSSI) can be put under undue pressure from local economic development drivers, rather than the conservation and enhancement of the natural environment.

Actions to be taken by Chichester Harbour Conservancy:

13.1 To prepare and publish a new Valuing Chichester Harbour report.

13.2 To investigate opportunities to improve and enhance the visitor welcome in West Itchenor, including refurbishing the Harbour Officer and maritime facilities.

Actions to be taken by other stakeholders:

13.3 To utilise the planning system to maintain the boat building heritage of Chichester Harbour (Local Planning Authorities).

13.4 To publicise the Bait Digging Code of Conduct to encourage greater compliance.

13.5 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.).

13.6 Enforcement action can be restrained by resourcing issues and access to private land.

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 a National Landscape.

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 simply pleasant to be somewhere that is largely undeveloped. However, with the popularity of Chichester Harbour as a destination, the National Landscape 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 Watchers. 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.

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.

MANAGEMENT CHALLENGES

- 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.

Actions to be taken by Chichester Harbour Conservancy:

14.1 In partnership with the Friends of Chichester Harbour, to deploy Harbour Watchers to help collect and report the number of bags of litter picked-up, and any unusual finds.

14.2 To collect and safely dispose of fishing equipment that is washed-up in Chichester Harbour.

Actions to be taken by other stakeholders:

14.3 To work towards eliminating single-use plastics.

14.4 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 National Landscape 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. *Terror* was re-launched as a passenger vessel and can give up to six participants a memorable close-to-the-water experience 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 National Landscape 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 National Landscape.
- Climate change and sea level rise are revealing and exposing hidden assets, hastening their deterioration.
- The historic environment is not a function of the family of National Landscapes, therefore all work in the area by the Conservancy is unfunded by central government.

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 the oyster boat *Terror*.

15.3 To support Chichester and District Archaeology Society working parties to conserve Second World War pillboxes and gun emplacements on Thorney Island.

Actions to be taken by other stakeholders:

15.4 To devise and implement a robust condition assessment programme to monitor the condition of the heritage assets within the National Landscape, including, listed buildings, scheduled monuments, identifying those at risk. These programmes must also react to changes in the physiographical appearance of Chichester Harbour.

15.5 To research the heritage of the National Landscape using all available resources, including new archaeological discoveries in the surrounding area, using new techniques and databases as they become available.

15.6 To ensure that new discoveries are recorded on the Historic Environment Record (HER) and on Historic England's database of listed buildings.

15.7 To educate the public by the most appropriate means, including exhibitions, articles, lectures, and social media posts.

Section 3
Chichester Harbour Planning Principles

The rebranding of Areas of Outstanding Natural Beauty (AONBs) as National Landscapes is not yet reflected in national planning policy. Therefore existing references to the AONB are retained in Section 3.

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 19 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.

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: Assent/ Consent	Natural England will consider the potential impacts of the proposal on the conservation designations.
Environment Agency: Environmental Permit	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, all works below mean high water springs require a works licence. Applications will be considered in the context of the functions of the Conservancy.**

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. Since 2019, Chichester Harbour Conservancy has lobbied Government to become a 'statutory consultee'. To date, the Government has not been receptive to this request, despite it also being a proposal in the Landscapes Review, which the Government commissioned. 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, amenity, leisure, 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-PP19, 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. Local Planning Authorities shall give great weight to the protection of the landscape, the special qualities of Chichester Harbour, and therein the conservation of nature. 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, 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) and the List of Operations Likely to Damage the Site of Special Scientific Interest.

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 the Local Planning Authority, 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; and
- 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

Although hard sea defences are used to protect dwellings and businesses from flooding, they also cause coastal squeeze. The Conservancy is unlikely to object to proposals that:

- **Remove permanent hard existing defences; or**
- **Involve managed realignment, where appropriate; or**
- **Involve adaptive management, where appropriate.**

In locations where existing defences are present, the Conservancy will consider a replacement providing that the applicant demonstrates that the defences are still required and are the most appropriate solution for the location. 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.

The Conservancy likely to support nature-based solutions.

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.

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.

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 cowled/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.

PP19
Houseboats

Planning Principle 19 provides guidance for those seeking planning permission for a houseboat within the AONB.

A separate process governs the consent requirements as legislated for under Section 40 of the Chichester Harbour Conservancy Act of 1971. The 'Consent for a Houseboat' application form is available to download from the Conservancy's website. Depending on the location of the houseboat, applicants may need to complete this form in addition to applying for planning permission from the Local Planning Authority (LPA).

Within the Limits of the Harbour but not within a Marina

It is very likely that the Conservancy will have compelling grounds to object to any new houseboat within the limits of the Harbour, unless it is in a marina, due to its likely impact on navigation, the AONB and nature conservation.

An objection will be raised where there is a risk that the houseboat or its operation would be detrimental to navigational safety, landscape, or nature conservation, or unduly limit or constrain navigation or use of the open water by other harbour users and visitors and where conditions would not be adequate to remove or mitigate these impacts.
The factors listed below in relation to marina requests will be used to inform the decision-making process.

Within the Limits of the Harbour and within a Marina

Marinas Impounded by a Seawall
New and replacement houseboats in marinas within Chichester Harbour will likely require planning permission and may also require an Appropriate Assessment. The Appropriate Assessment will ascertain the impact of the houseboat on the integrity of the protected habitats site (further information will be made available from the LPA if this is required).

The marinas impounded by a seawall are: Birdham Pool Marina; Chichester Marina; Emsworth Yacht Harbour; and Northney Marina.

The Conservancy will consider all relevant information including but not limited to the following factors prior to determining a recommendation to the LPA and whether to request conditions to any permission granted.

- The land associated with access for the houseboat (the linked land), and any incidental use, should be included within the red line as required for validating a planning application.
- The overall design of the houseboat, including window frames, soffits, fascias and guttering, should be of a subdued, dark or non-contrasting colour.
- The houseboat would not be detrimental to navigational safety, landscape, or nature conservation.
- The houseboat does not displace recreational moorings now or in the future.
- The houseboat design is unobtrusive to the wider landscape setting.
- The houseboat does not unduly increase the likelihood of noise or light pollution.
- The proposal, including any screening on the linked land, is not detrimental to the rural character of the area.
- The houseboat will connect to mains sewage and electricity, or an alternative means that has no detrimental impact on the Harbour.
- The houseboat does not pollute harbour waters.
- A risk assessment confirms the safety of occupants.

The Conservancy will seek adherence from the marina operator to limit the maximum number of houseboats in any given marina impounded by a seawall to five vessels, or up to 1% of licenced berths if greater. The cumulative impact of multiple houseboats in a single location must not compromise Planning Principle 1.

Marinas Un-Impounded by a Seawall
Most new and replacement houseboats in marinas un-impounded by a seawall will require planning permission from the LPA. All will require an Appropriate Assessment. In Chichester Harbour, this applies to: Hayling Yacht Company; Sparkes Marina; and Thornham Marina.

These locations are much more prominent in the landscape and are adjacent to drying mudflats, which are important feeding grounds to overwintering wildfowl and sensitive to recreational disturbance. They also have a range of important environmental designations which the Conservancy must protect. Those designations are listed in the Chichester Harbour Management Plan 2019-24.

Un-impounded marinas will, in addition to all the factors to be considered for impounded marinas, have a more stringent test of impact to assess their likely affect upon the physical and visual landscape and whether their operation, if permitted, should be limited from April to September so as not to interfere with overwintering birds. This is because the proposed houseboat will be located in a more exposed environment than when within the confines of a marina.

‘Beds on Board’ and Similar Models of Hire

‘Beds on Board’ and similar models of hire will be required to meet the criteria detailed above in terms of the range of factors to be considered in response to a request for planning permission for change of use. Additional conditions to those applied to other houseboats may be imposed due to the likelihood of persons inexperienced in the marine environment using such houseboats and the short-term nature of such occupation.

Chichester Canal

Houseboats along Chichester Canal are likely to require planning permission from the LPA.

The Conservancy is unlikely to object to proposals for a replacement houseboat along Chichester Canal where it can be demonstrated that it is within the same footprint and the elevation silhouette is not more than 25% greater than the existing houseboat. The replacement houseboat must be sympathetically designed. Window frames, soffits, fascias and guttering, should be of a subdued, dark or non-contrasting colour.

The Conservancy is more likely to have grounds to oppose new houseboats along Chichester Canal in locations previously unoccupied because the location of any new houseboats would be likely to extend into open countryside and be outside the settlement area. This will most likely have implications for the environmental and landscape value of the location and the designations applying to the area.

Reasoned justification

The Chichester Harbour Conservancy Act of 1971 defines a 'houseboat' as, *"any vessel or structure lying in the water or on the foreshore of or banks abutting on the harbour all or part of which is used or capable of being used as a place of habitation (whether temporarily, intermittently or permanently), as a store or as a place for accommodating or receiving persons for purposes of shelter, recreation, entertainment or refreshment, as club premises or as offices and includes the remains of wreckage of a vessel or structure formerly so used or capable of being so used, but shall not include any ship registered under the Merchant Shipping Act 1894, or any vessel bona fide used for navigation."*

This definition would encompass all vessels being used as accommodation, whether temporarily or on a permanent basis, and incorporates 'Beds on Board' and other similar models of hire. All vessels that meet the Conservancy's definition of a houseboat, regardless of the description, will be considered by the Conservancy as a houseboat.

The Conservancy appreciates there is a growing need for marine businesses to diversify to remain vibrant hubs for the sailing and boating community and visitors.

However, the Conservancy considers the main water body of the Harbour should be managed and maintained as a clear and open space for the safe and wider enjoyment of the public, as well as the conservation and enhancement of the environment. The open space is already shared among many water and landscape users and must be seen in the wider context of the purpose and aims of the designation as an AONB.

The Conservancy is likely, when considering the factors set out in its Planning Principles, to object to any houseboat application within the wider Harbour outside marinas, since it would likely permanently deny space to others, interfere with the public right of navigation, compromise navigational safety and conflict with the AONB designation, wildlife, and special qualities.

Within marinas, all requests for replacement houseboats must be carefully considered. Replacement houseboats, even if covering the same footprint, may add an unacceptable height increase, resulting in a detrimental visual impact. Larger structures may also result in the increased likelihood of noise and light pollution. In terms of the design and finish of a new or replacement houseboat, the Conservancy would seek to ensure the overall design of the houseboat, including window frames, soffits, fascias and guttering, should be of a subdued, dark or non-contrasting colour.

For all new houseboats, the Conservancy would expect to see details of screening proposals on land associated with, and linked to, the houseboat mooring, where applicable, as part of the planning application requirements.

Section 4
Appendix

Chichester Harbour in Facts and Figures

The purpose of a State of the National Landscape 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 National Landscape State of the National Landscape Reports were prepared and published by Land Use Consultants (LUC), firstly in 2013 and then updated in 2018.

Biodiversity

- 51% of Chichester Harbour National Landscape is designated as Sites of Special Scientific Interest (SSSI), covering 3,965 hectares.
- There are 2 internationally Important Birds that use the Harbour: the dark-bellied brent goose and the black-tailed godwit.
- There are 10 nationally Important Birds that use the Harbour: the bar-tailed godwit, the curlew, the dunlin, the grey plover, the greenshank, the little egret, the red breasted merganser, the redshank, the ringed plover, and the sanderling.
- There are approximately 60 harbour (common) seals and 20 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 National Landscape 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, Tournerbury 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 National Landscape 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 Harbour is 8,700 based on 2021 Census data.
- 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.
- The average property value in Chichester is £442,915, and in Havant is £308,635. The average price in South East England is £530,211 (source: www.rightmove.co.uk).
- Chichester District and Havant Borough as a whole have a significant number of second home owners, totalling 10,649.

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 National Landscape is 158.9 hectares. The majority of woodland cover within the National Landscape 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.

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

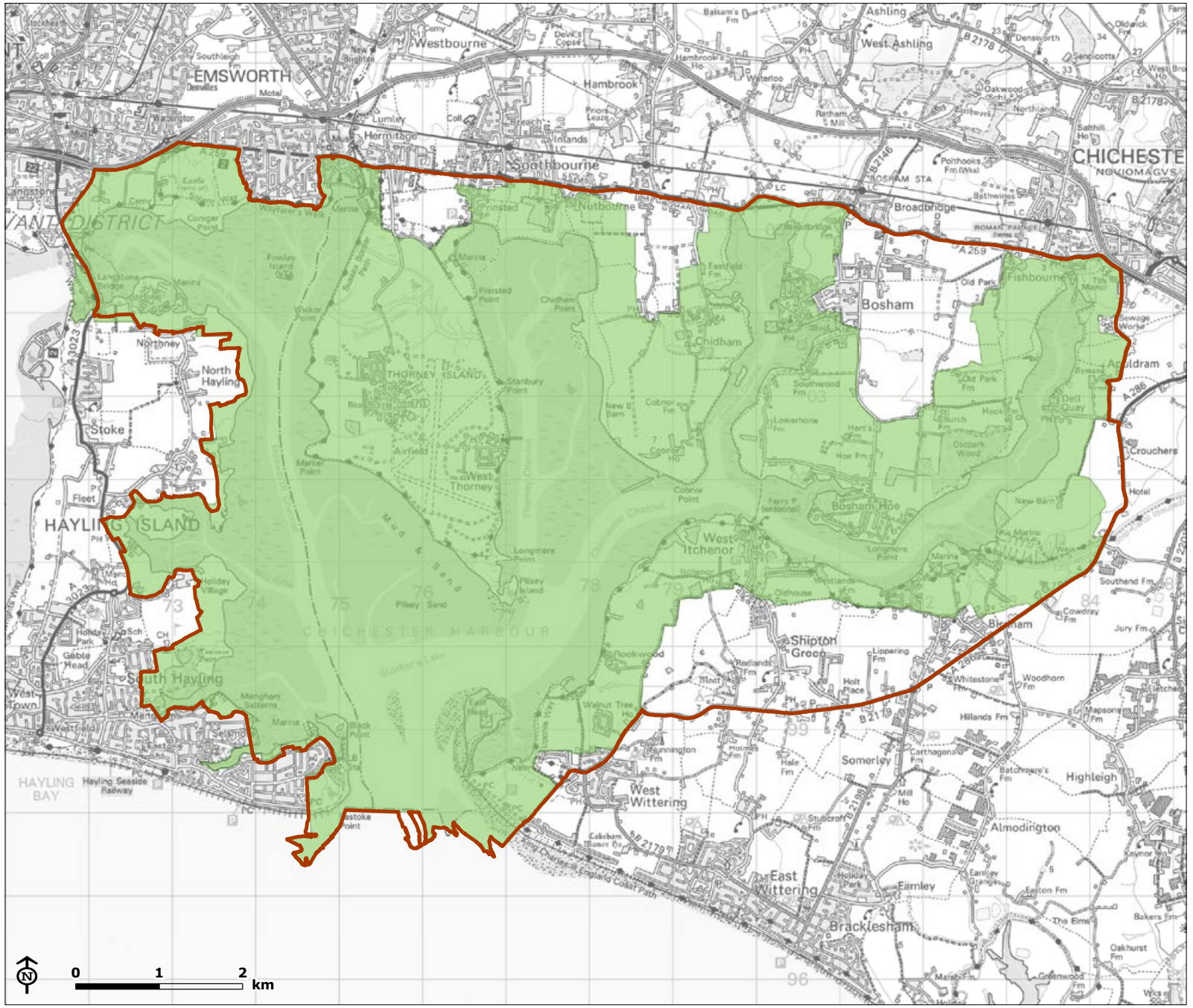
Sites of Importance for Nature Conservation and Local Wildlife Sites

In Hampshire, Sites of Importance for Nature Conservation are managed for their wildlife interest.

Sites of Importance for Nature Conservation	Local Planning Authority
Boatyard Patch	Havant
Brook Farm B	Havant
Chichester Road Meadow	Havant
Conigar Point Meadows	Havant
East of St Peters Road A	Havant
Emsworth Millpond	Havant
Fields of Saltmarsh South of Copse Lane	Havant
Gutner Farm	Havant
Gutner Lane Meadow	Havant
Land East of Sandy Point	Havant
Langstone Mill Pond	Havant
Lifeboat Station Heath	Havant
Lifeboat Station Saltmarsh	Havant
Mengham Salterns	Havant
Mill Rythe Holiday Village	Havant
Mill Rythe Lane Saltmarsh	Havant
Mill Rythe Pound Marsh B	Havant
Nore Grassland & Saltmarsh	Havant
North Common & Saltmarsh	Havant
North of Northney Road	Havant
Verner Common West	Havant
Wade Court Park	Havant
Warblington Castle Farm East D	Havant
Warblington Castle Farm East E	Havant
Warblington Castle Farm West	Havant

In West Sussex, Local Wildlife Sites are managed for their wildlife interest.

Local Wildlife Sites	Local Planning Authority
Birdham Pool	Chichester
Chalkdock Marsh	Chichester
Chichester Canal	Chichester
Chichester Yacht Basin Meadow and Pool	Chichester
Cobnor Cottage Nature Reserve	Chichester
Cobnor Marsh	Chichester
East Itchenor Coastal Marsh	Chichester
Fishbourne Meadows	Chichester
Nutbourne Pastures	Chichester
Redlands Meadow	Chichester
River Lavant Marsh	Chichester
Salterns Copse	Chichester
Slipper Mill Pond and Peter Pond	Chichester
Thorney Island	Chichester
Thornham Point	Chichester
West Wittering Beach	Chichester



Map A

Amenity Area

- Chichester Harbour National Landscape (designated in 1964 as Chichester Harbour AONB)
- Chichester Harbour Conservancy Amenity Area as designated in 1971

Source: Chichester Harbour Conservancy

Map Scale @ A4: 1:65,000

LUC

Chichester Harbour National Landscape

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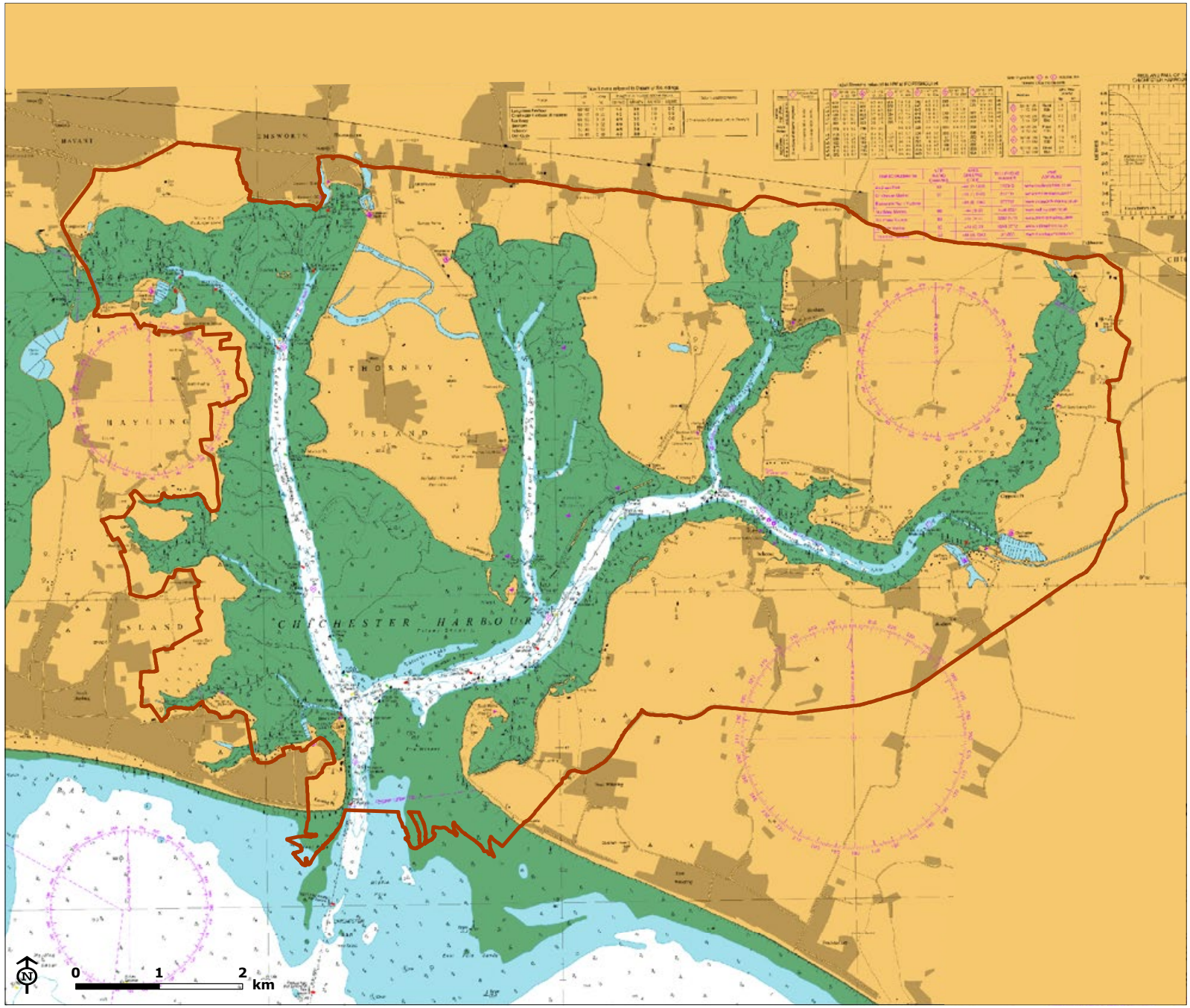

Map B

Navigational Channels

Chichester Harbour National Landscape

Source: Chichester Harbour Conservancy

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Chichester Harbour National Landscape

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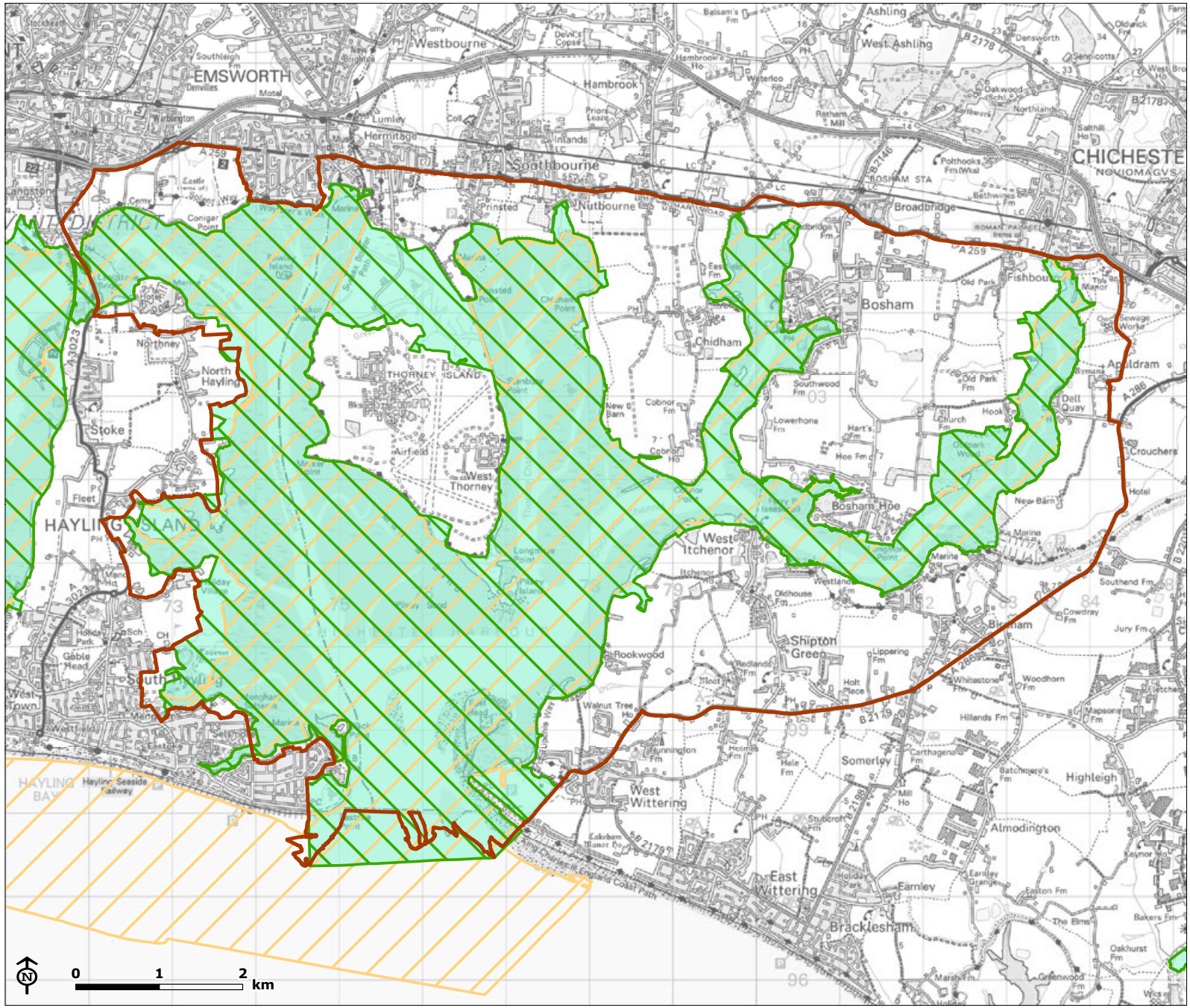

Map C

Worldwide and European Designations

- Chichester Harbour National Landscape
- Special Area of Conservation
- Special Protection Area
- Ramsar

Source: Natural England

Map Scale @ A4: 1:65,000

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Chichester Harbour National Landscape

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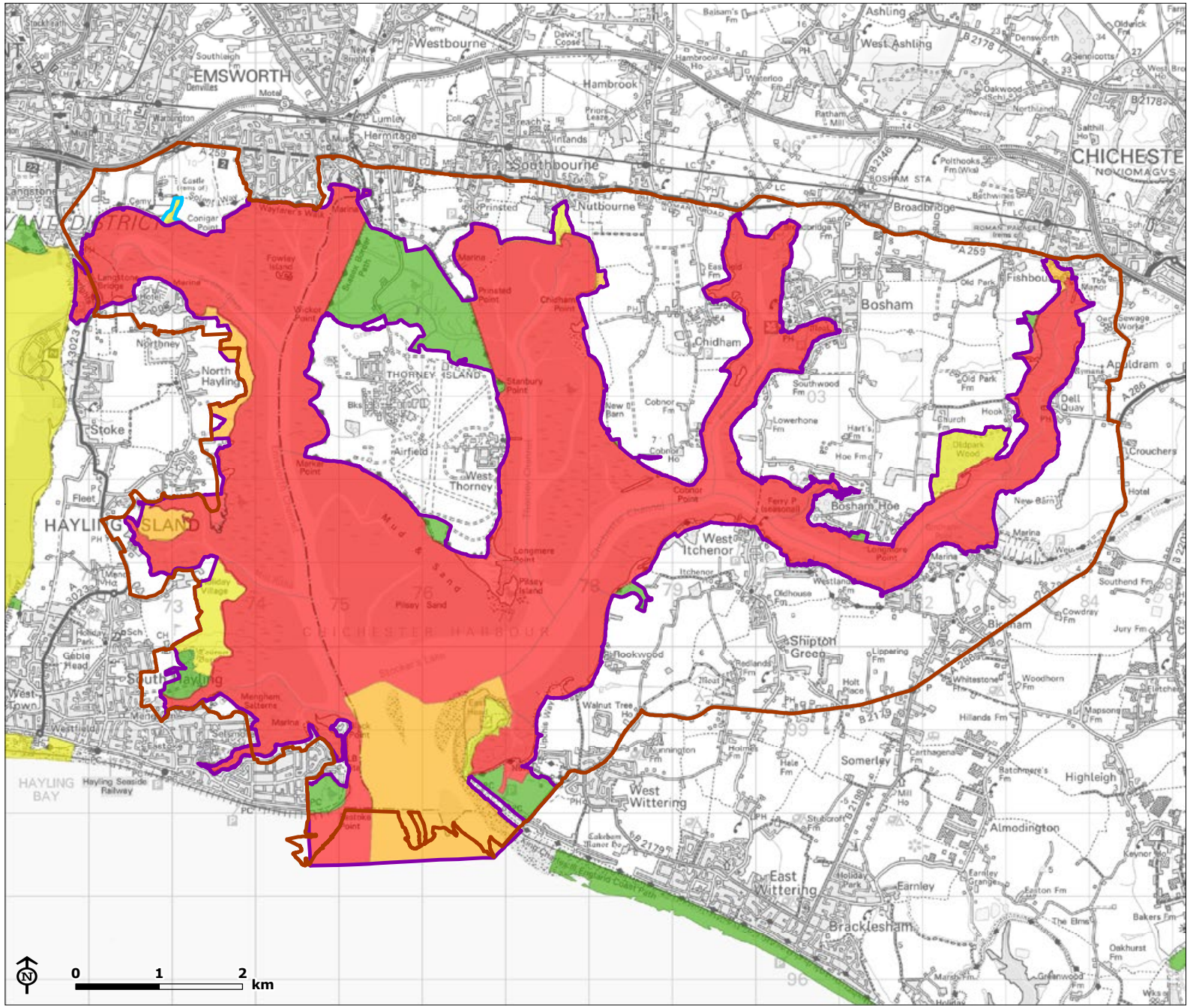
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Ashling
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Southbourne
Nutbourne
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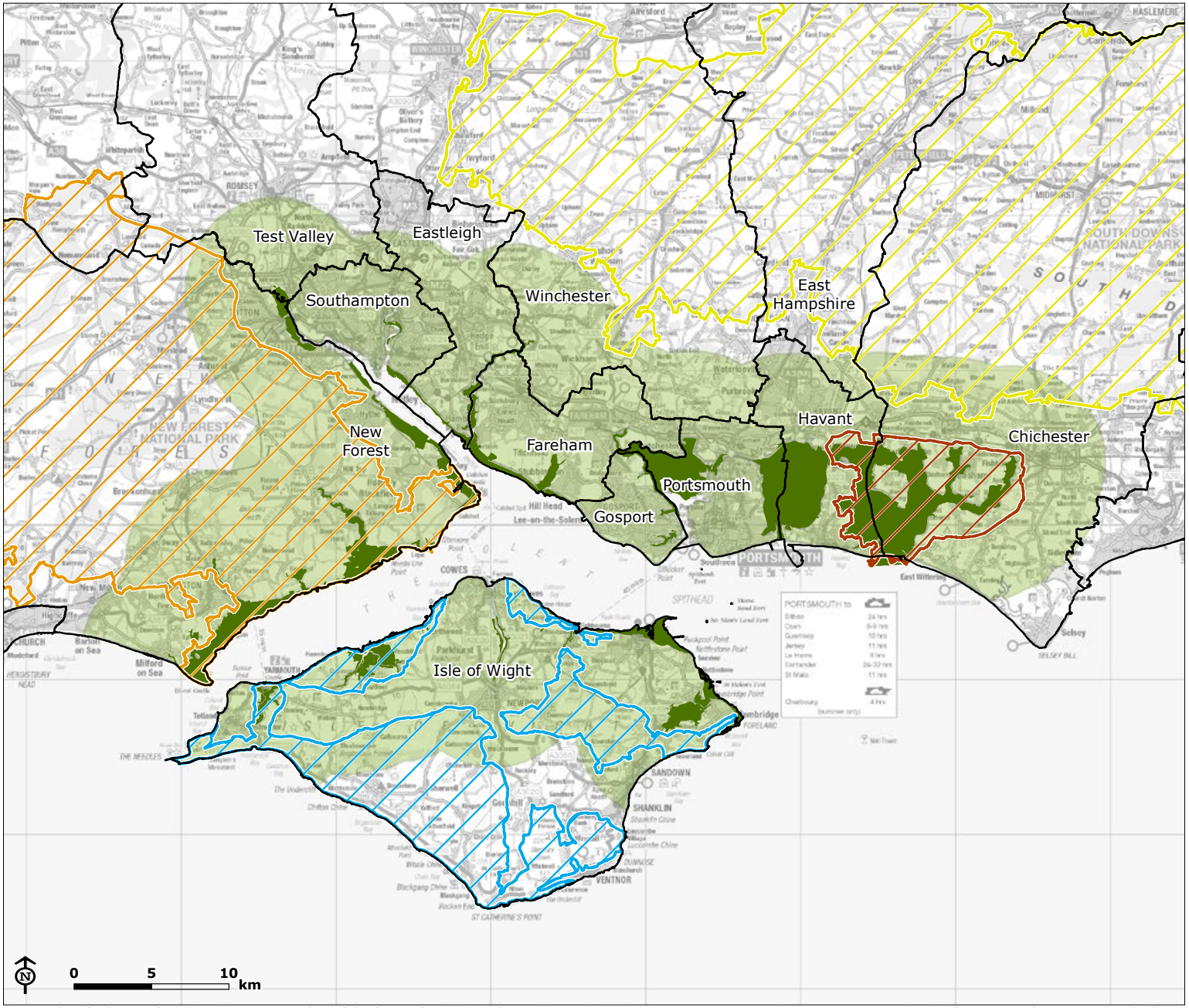
Bosham
Chidham
Fishbou
Apuldram
Northney
North Hayling
Stoke
THORNEY ISLAND
West Thorney
Airfield
Southwood
Lowerhone
Hart's
Hoe
Dell Quay
Crouchers
Bosham Hoe
HAYLING ISLAND
West Itchenor
Shipton Green
Southend
Cowdray
Jury
Flookwood
Walnut Tree
Somerley
Highleigh
Hillands
Woodhorn
Whitestone
Holt Place
Oldhouse
Westland
Redlands
Lippering
Mapsons
Batchmere's
Almodington
Earnley
Bracklesham
East Wittering
West Wittering
Stubcroft
Holiday Park
Easton
The Elms
Bakers
Oakhurst
Greenwood
Marsh
Keynor
Mill Ho
Hale
Holmes
Cunnington
Cakeham Manor
Mengham Rythe
Sandy Point
Gable Head
Hayling Seaside Railway
HAYLING BAY
CHICHESTER HARBOUR
Mud & Sand
Pilsey Sand
Longmere Point
Pilsey Island
Cobnor Point
Stanbury Point
Chidham Point
Prinsted Point
Wicker Point
Fowley Island
Conigar Point
Castle (ruins of)
Marina
Ferry P (seasonal)
Old Park Fm
Old Park Wood
Oldpark Wood
Church Fm
Hook
Cobnor Fm
Cobnor Ho
New Barn
Southwood Fm
Lowerhone Fm
Hart's Fm
Hoe Fm
Dell Quay
Crouchers
Hotel
Marina
Southend Fm
Cowdray Fm
Jury Fm
Lippering Fm
Whitestone
Woodhorn Fm
Mapsons Fm
Hillands Fm
Batchmere's Fm
Highleigh
Almodington
Earnley
Earnley Grange
Easton Fm
The Elms
Bakers Fm
Oakhurst
Keynor
Mill Ho
Stubcroft Fm
Holiday Park
Bracklesham
Marsh Fm
Greenwood Fm
Holmes Fm
Hale Fm
Cunnington Fm
Cakeham Manor Ho
Walnut Tree Ho
Redlands Fm
Oldhouse Fm
Westland Fm
Holt Place
Flookwood
Itchenor
Longmere Point
Pilsey Island
Pilsey Sand
Mud & Sand
Cobnor Point
Ferry P (seasonal)
Marina
Old Park Fm
Old Park Wood
Oldpark Wood
Church Fm
Hook
Cobnor Fm
Cobnor Ho
New Barn
Southwood Fm
Lowerhone Fm
Hart's Fm
Hoe Fm
Dell Quay
Crouchers
Hotel
Bosham Hoe
Southend Fm
Cowdray Fm
Jury Fm
Lippering Fm
Whitestone
Woodhorn Fm
Mapsons Fm
Hillands Fm
Batchmere's Fm
Highleigh
Almodington
Earnley
Earnley Grange
Easton Fm
The Elms
Bakers Fm
Oakhurst
Keynor
Mill Ho
Stubcroft Fm
Holiday Park
Bracklesham
Marsh Fm
Greenwood Fm
Holmes Fm
Hale Fm
Cunnington Fm
Cakeham Manor Ho
Walnut Tree Ho
Redlands Fm
Oldhouse Fm
Westland Fm
Holt Place
Flookwood
Itchenor
Longmere Point
Pilsey Island
Pilsey Sand
Mud & Sand
Cobnor Point
Stanbury Point
Chidham Point
Prinsted Point
Wicker Point
Fowley Island
Conigar Point
Castle (ruins of)
Marina
Ferry P (seasonal)



Map E

Bird Aware Solent

- Solent Special Protection Area
- 5.6 km Zone of Influence
- Local Authority
- Chichester Harbour National Landscape
- Isle of Wight National Landscape
- 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

LUC

Chichester Harbour National Landscape

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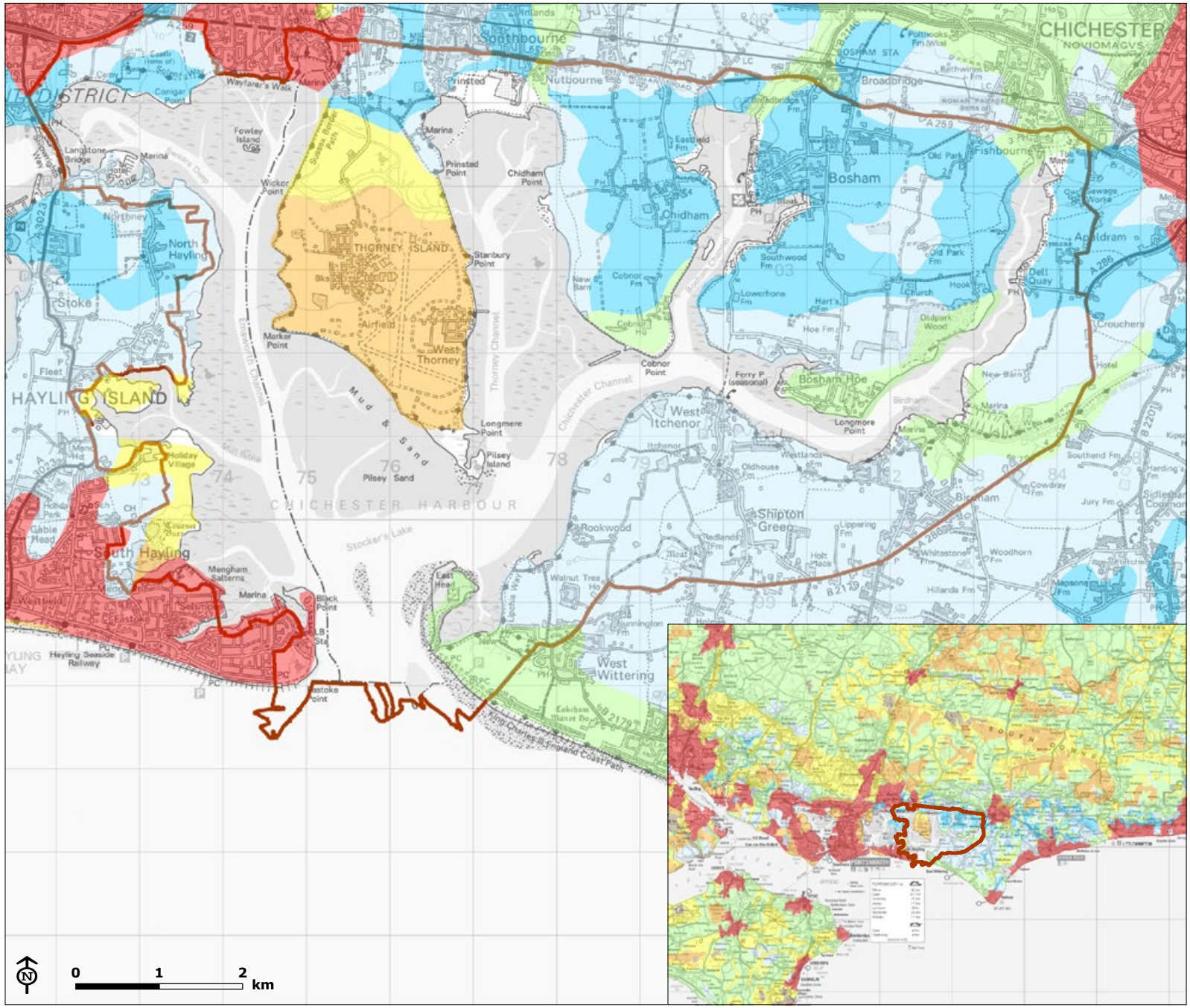

Map F

Agricultural Land Classification

- Chichester Harbour National Landscape
- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Non Agricultural
- Urban

Source: Natural England

Map Scale @ A4: 1:65,000

LUC

Chichester Harbour National Landscape

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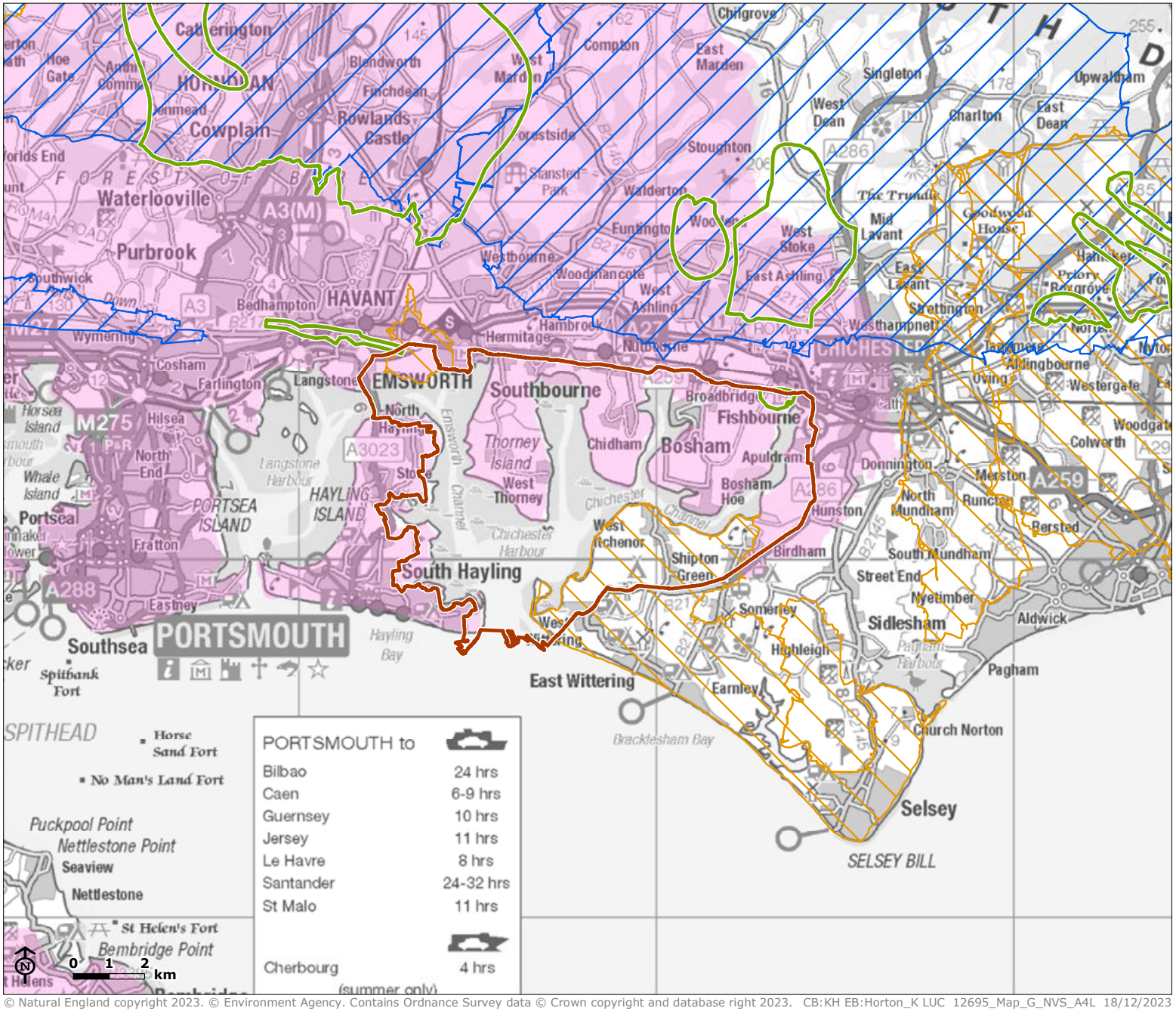

Map G

Nitrate Vulnerable Zones

- Chichester Harbour National Landscape
- 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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Chichester Harbour National Landscape

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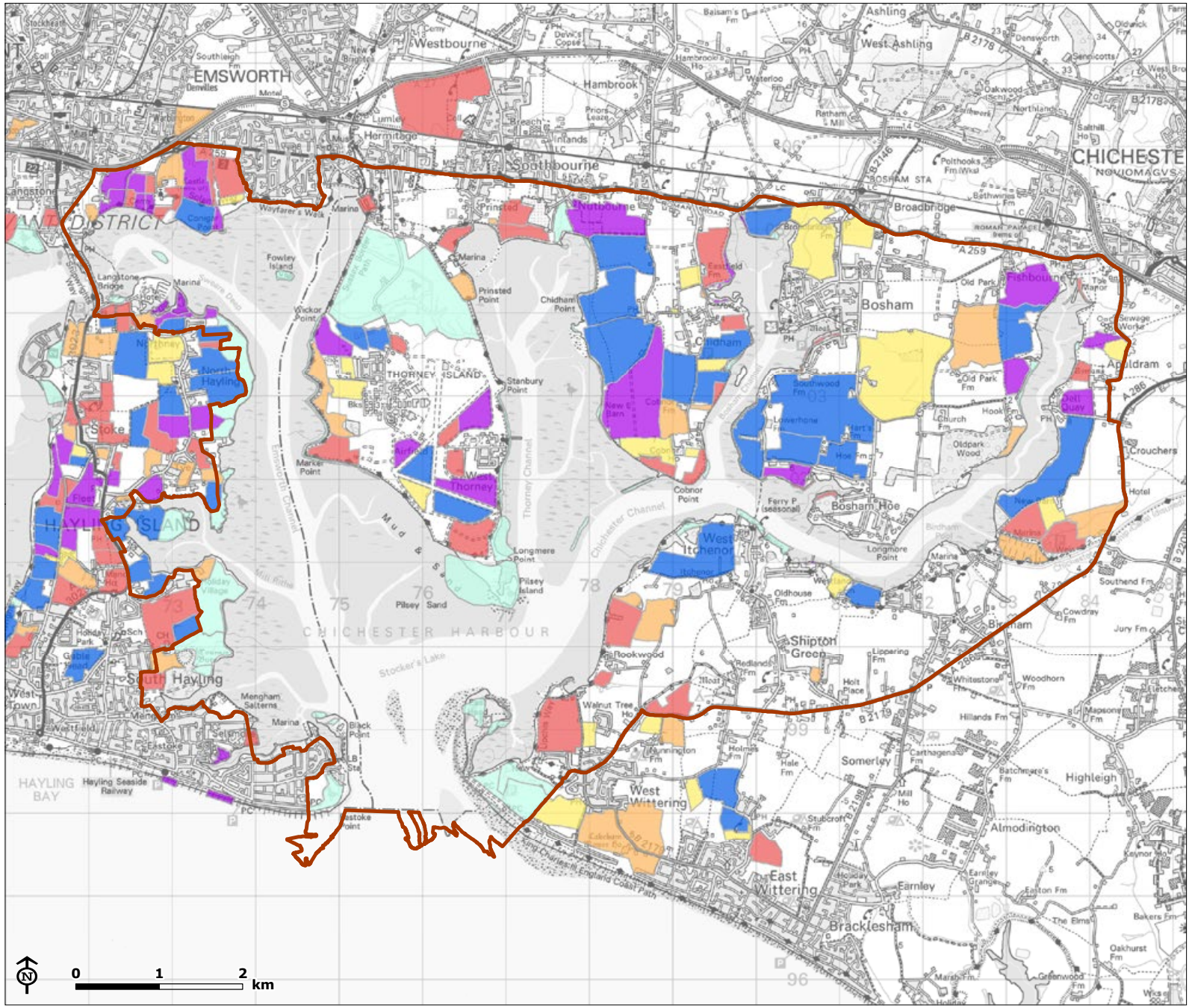

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Map H

Solent Waders and Brent Goose Network

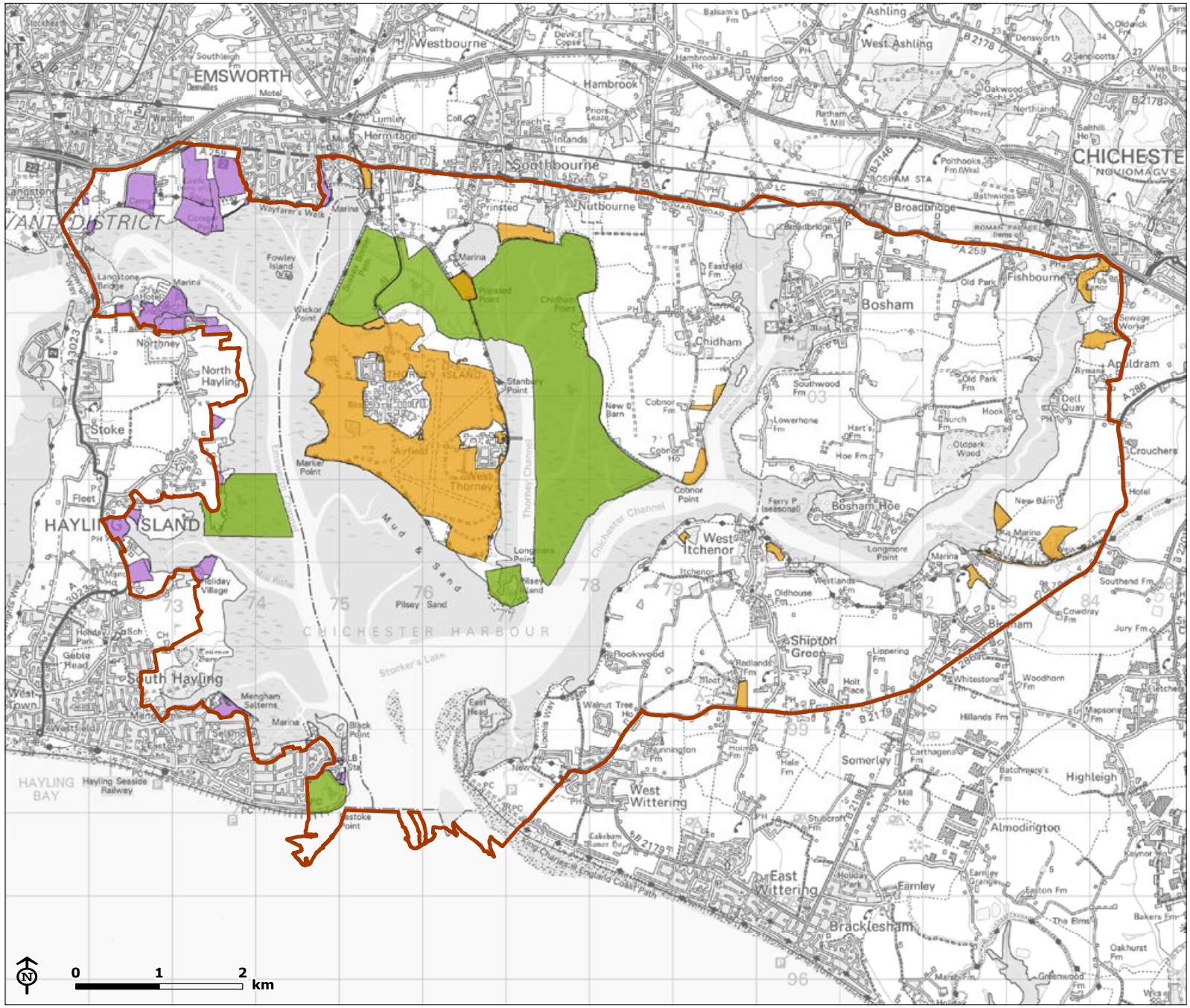
- Chichester Harbour National Landscape
- Core Area
- Primary Support Area
- Secondary Support Area
- Low Use Site
- Candidate Site
- SPA Site

Source: Hampshire and Isle of Wight Wildlife Trust

Map Scale @ A4: 1:65,000

LUC

Chichester Harbour National Landscape



Map I

Nature Sites

- Chichester Harbour National Landscape
- Local Wildlife Site
- Site of Importance for Nature Conservation
- Local Nature Reserve

Source: Chichester District Council, Hampshire Biodiversity Information Centre

Map Scale @ A4: 1:65,000

LUC

Chichester Harbour National Landscape

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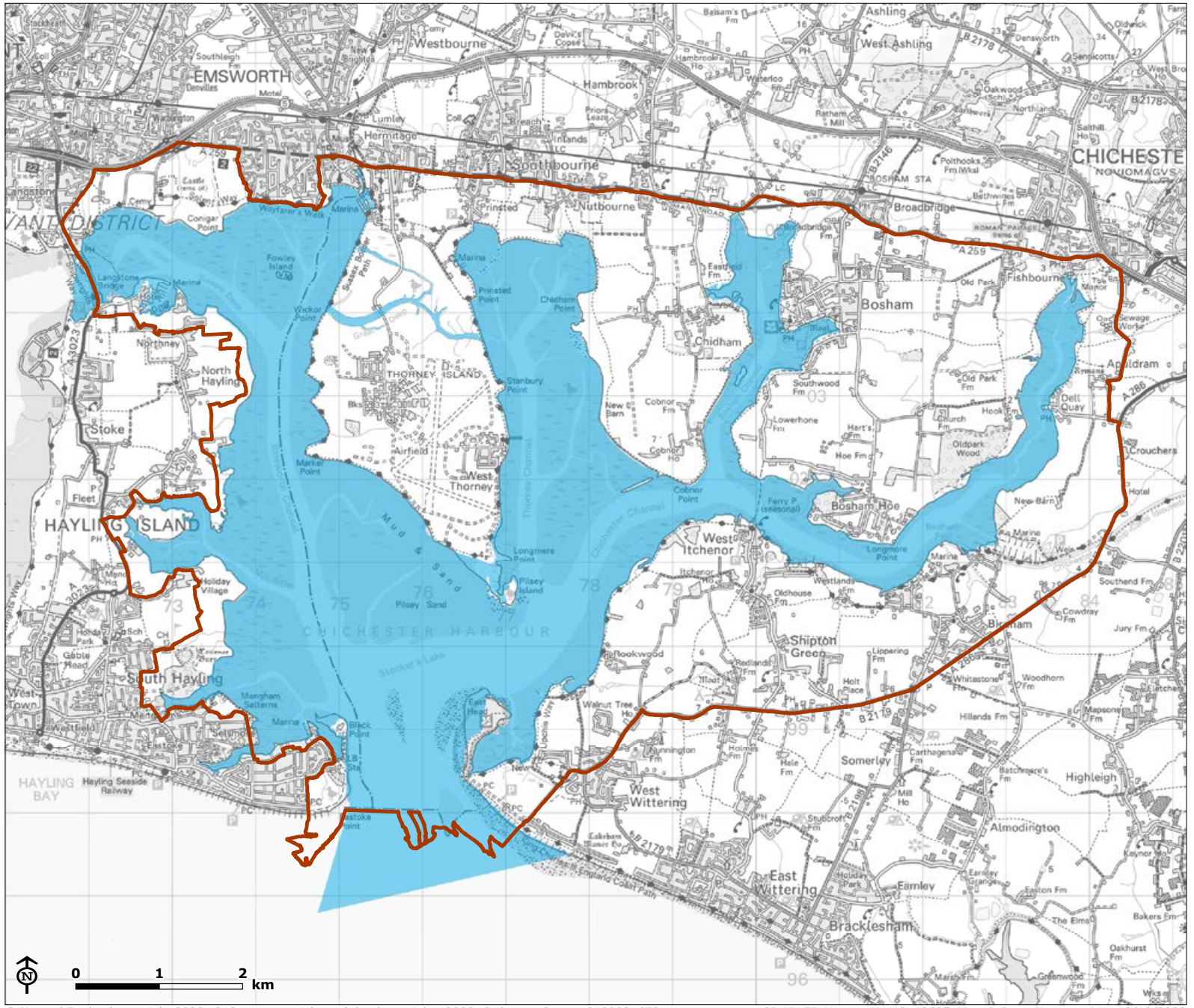

Map J

Bass Nursery Area

- Chichester Harbour National Landscape
- Bass Nursery Area

Source: Association of Inshore Fisheries and Conservation Authorities

Map Scale @ A4: 1:65,000

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Chichester Harbour National Landscape

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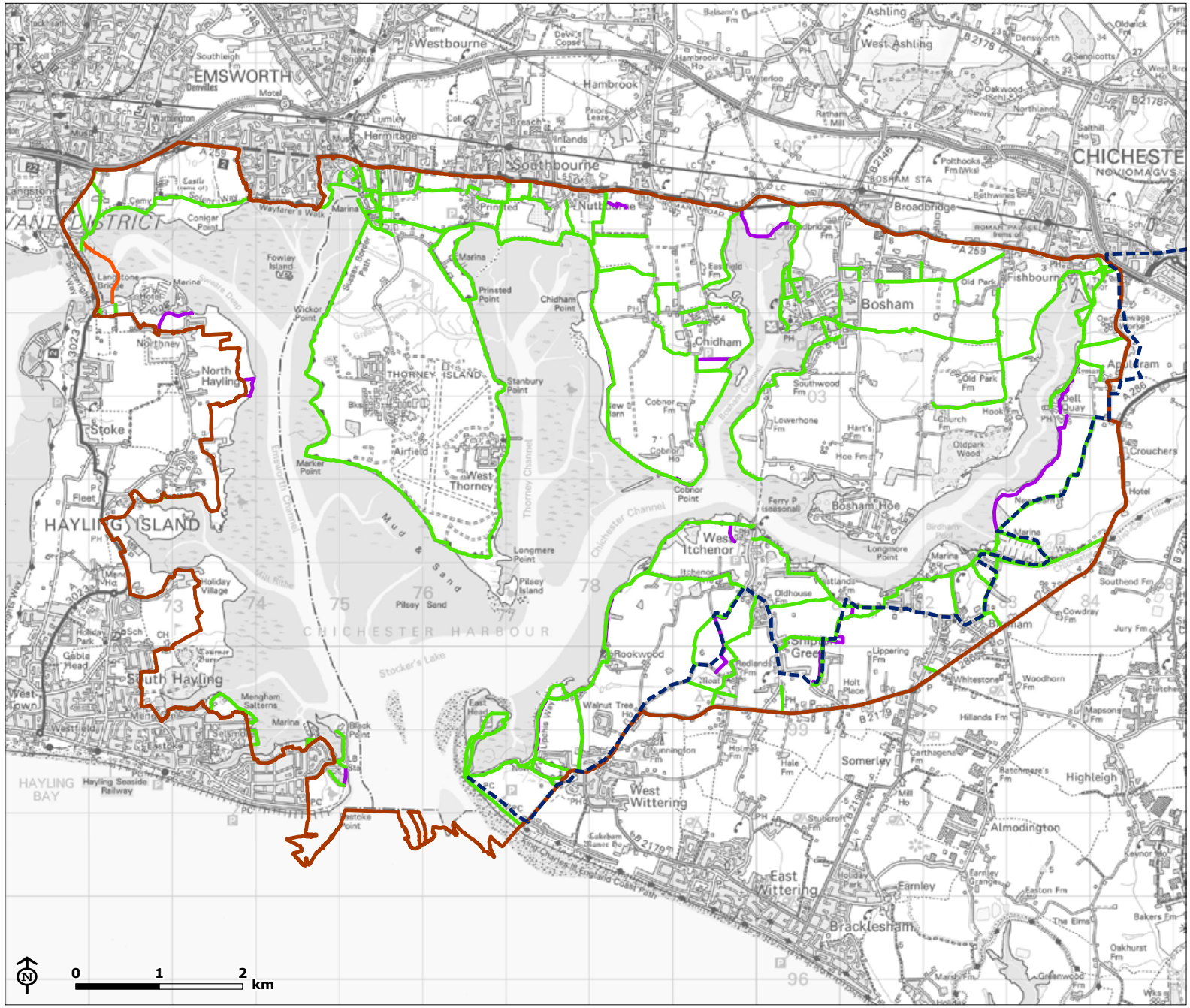
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Ashling
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Southbourne
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Broadbridge
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Prinsted
Marina
Conigar Point
Wayfarer's Walk
Sussex Border Path
Fowley Island
Wicker Point
Prinsted Point
Chidham Point
Stanbury Point
THORNEY ISLAND
Airfield
West Thorney
Marker Point
Thorney Channel
Chichester Channel
Mud & Sand
Longmere Point
Pilsey Island
Pilsey Sand
CHICHESTER HARBOUR
Cobnor Point
Ferry P (seasonal)
Bosham Hoe
West Itchenor
Itchenor
Oldhouse Fm
Rookwood
Walnut Tree Ho
East Head
Stocker's Lake
Mengham Salterns
Black Point
Weststoke Point
HAYLING BAY
Hayling Seaside Railway
South Hayling
West Town
Gable Head
Holiday Village
Northney
North Hayling
Stoke
Fleet
HAYLING ISLAND
West Wittering
East Wittering
Bracklesham
Somerley
Almodington
Earnley
Highleigh
Hillands Fm
Lippering Fm
Whitestone Fm
Woodhorn Fm
Holt Place
Redlands Fm
Southwood Fm
Lowerhone Fm
Hart's Fm
Hoe Fm
Oldpark Wood
Old Park Fm
Church Fm
Hook
Bell Quay
Crouchers Hotel
Southend Fm
Cowdray Fm
Jury Fm
Mapsons Fm
Fletchers
Carthagena Fm
Batchmere's Fm
Mill Ho
Keynor Ho
Earnley Grange
Easton Fm
The Elms
Bakers Fm
Oakhurst Fm
Greenwood Fm
Cobnor Fm
Cobnor Ho
Eastfield Fm
Old Park
Bridge Fm
Poltrooks Fm (Wks)
Salthill Ho
Oldwick Fm
Densworth
Senicotts
Oakwood (Schl)
Northlands
Ratham Mill
Waterloo Fm
Hambrook Ho
Priors Leaze
Inlands
Coll
Breach
Lumley
Hermitage
Denvilles
Motel
Southleigh
Warblington
Castle (remains of)
Cemy
Mus
Sch
Langstone Bridge
Marina
Northney
Holiday Park
Sch
CH
Cemy
Mem
Mem Hd
Holiday Village
Gable Head
Holiday Park
Sch
Cemetery
Westfield
Eastoke
Selsmore
Marina
Mengham Salterns
Black Point
Weststoke Point
Hayling Seaside Railway
PC
P
Fleet
PH
Stocker's Lake
Mill Rithe
Thorney Channel
Chichester Channel
Mud & Sand
Longmere Point
Pilsey Island
Pilsey Sand
Marker Point
Airfield
Stanbury Point
Chidham Point
Prinsted Point
Marina
Wicker Point
Fowley Island
Sussex Border Path
Wayfarer's Walk
Conigar Point
Marina
Langstone Bridge
Marina
Northney
North Hayling
Stoke
Fleet
HAYLING ISLAND
Holiday Village
Gable Head
South Hayling
West Town
Mengham Salterns
Marina
Black Point
Weststoke Point
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East Head
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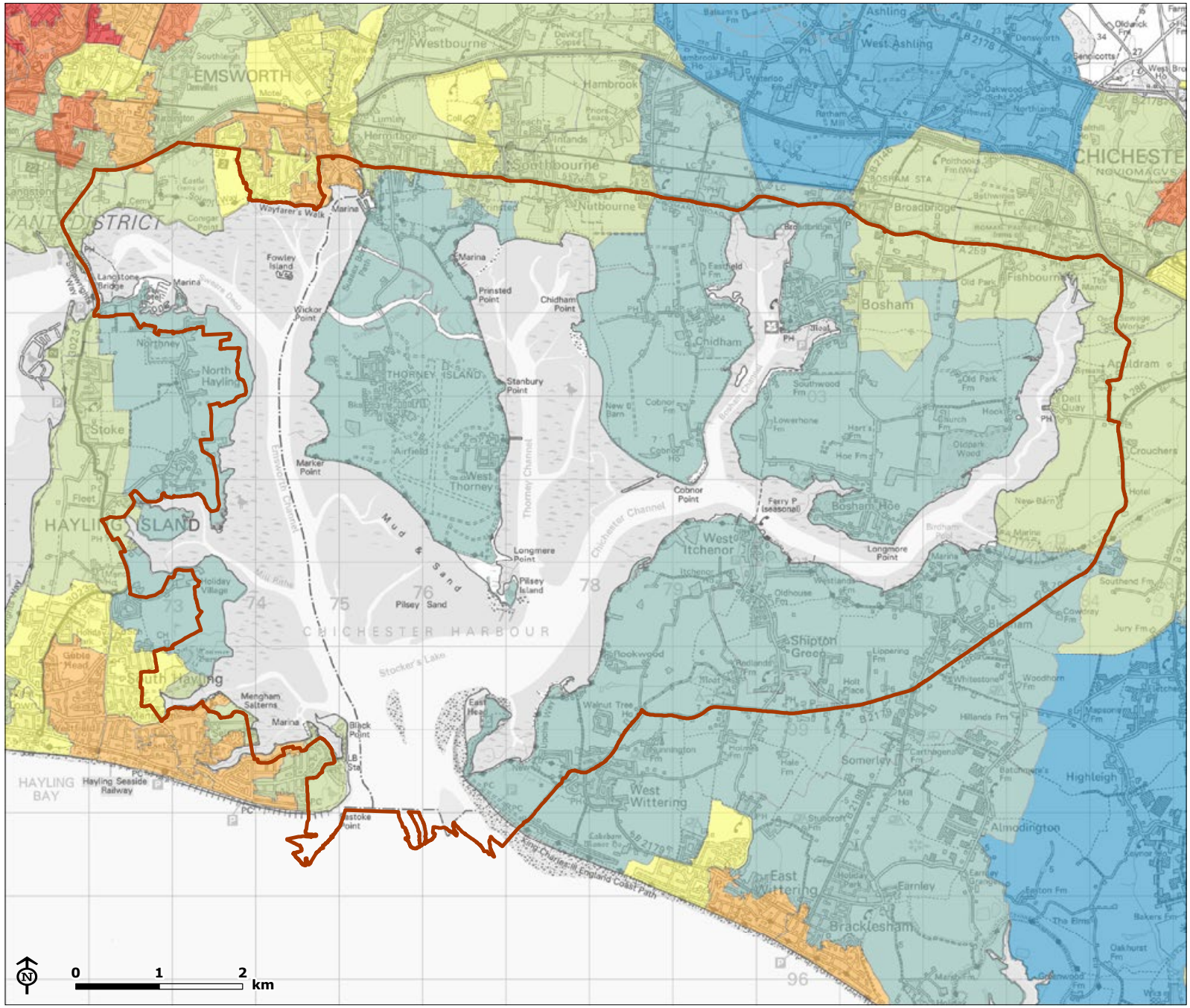
West Itchenor
Itchenor
Ferry P (seasonal)
Cobnor Point



Map L

Population Density

Chichester Harbour National Landscape

Population density (people per hectare)

- 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

LUC

Chichester Harbour National Landscape

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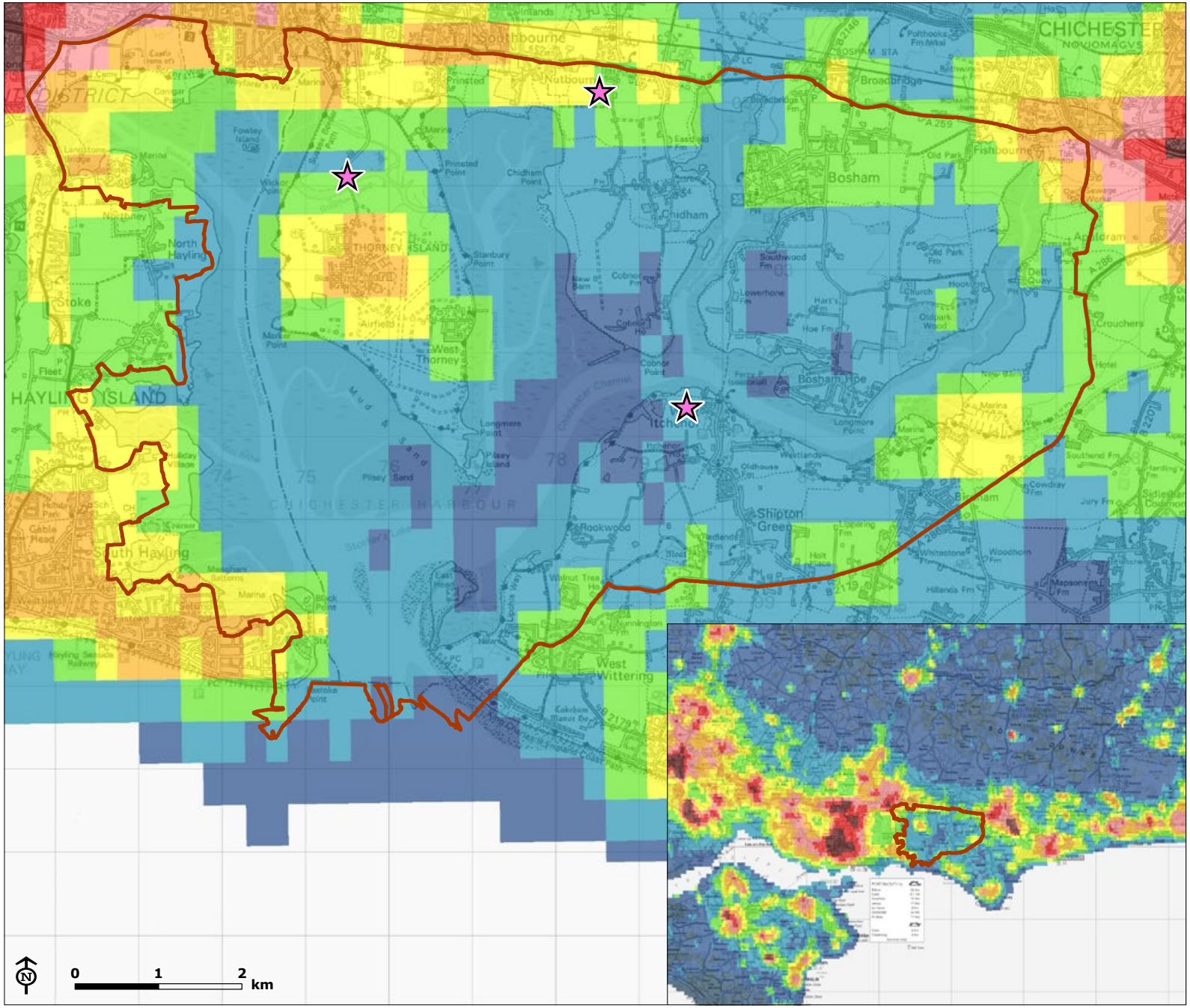
CB:KH EB:Horton_K LUC 12695_Map_L_Pop_Dens_A4L 18/12/2023



Map M

Light Pollution

- Chichester Harbour National Landscape
- Dark Sky Discovery Site

Light Pollution (NanoWatts / cm2 /sr)

- >32
- 16 - 32
- 8 - 16
- 4 - 8
- 2 - 4
- 1 - 2
- 0.5 - 1
- 0.25 - 0.5
- < 0.25

Source: Campaign to Protect Rural England

Map Scale @ A4: 1:65,000

LUC

Chichester Harbour National Landscape

National Tranquillity Mapping Data 2007 developed for the Campaign to Protect Rural England and Natural England by Northumbria University. © Crown Copyright and database rights 2023. © Natural England copyright 2023. Ordnance Survey 0100031673

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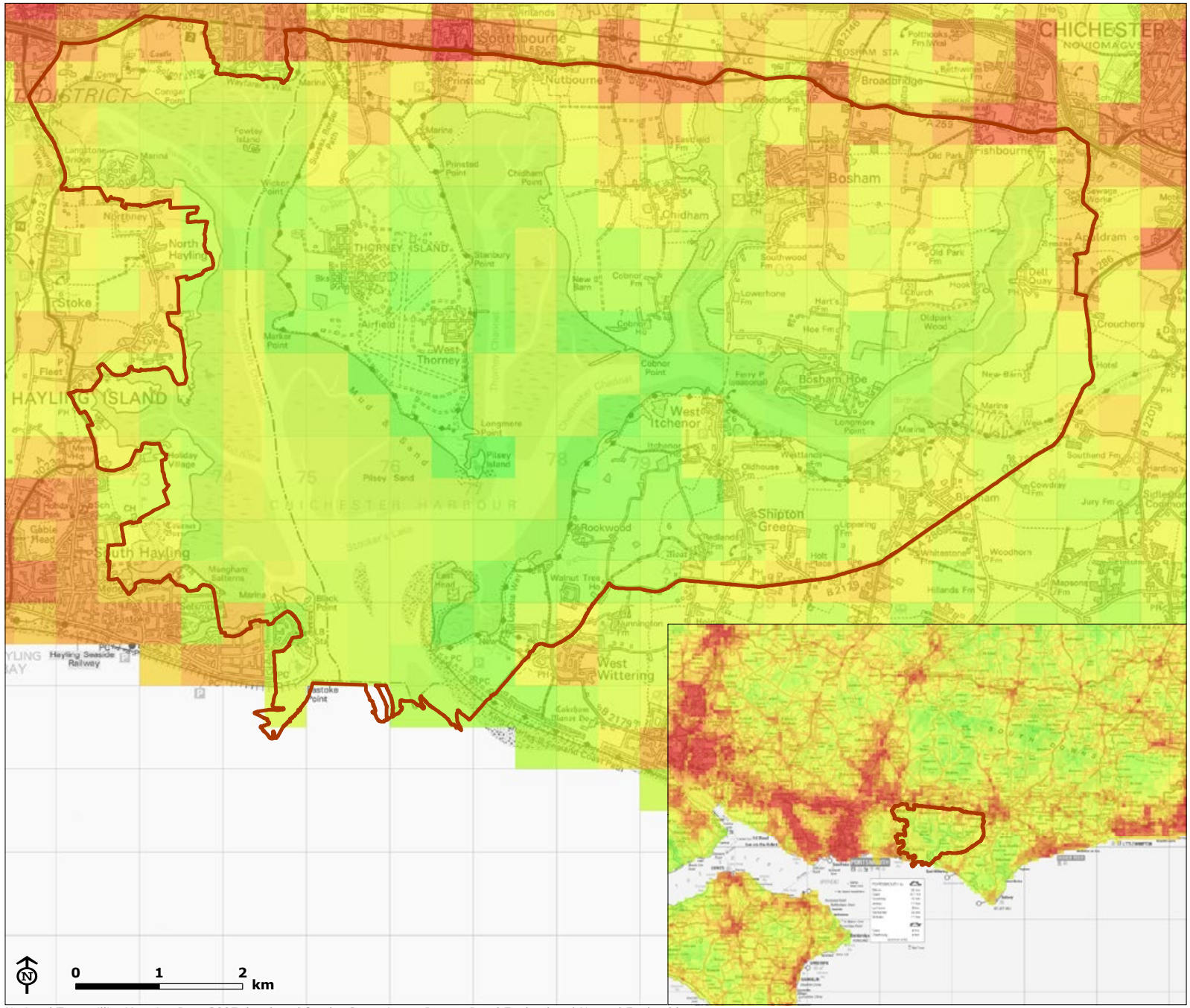

Map N

Tranquillity

Chichester Harbour National Landscape

National tranquillity scale

Most tranquil

Least tranquil

Tranquillity is a quality of calm that people experience in places full of the sights and sounds of nature - Campaign to Protect Rural England.

Source: Campaign to Protect Rural England

Map Scale @ A4: 1:65,000

LUC

Chichester Harbour National Landscape

National Tranquillity Mapping Data 2007 developed for the Campaign to Protect Rural England and Natural England by Northumbria University. © Crown Copyright and database rights 2023. © Natural England copyright 2023. Ordnance Survey

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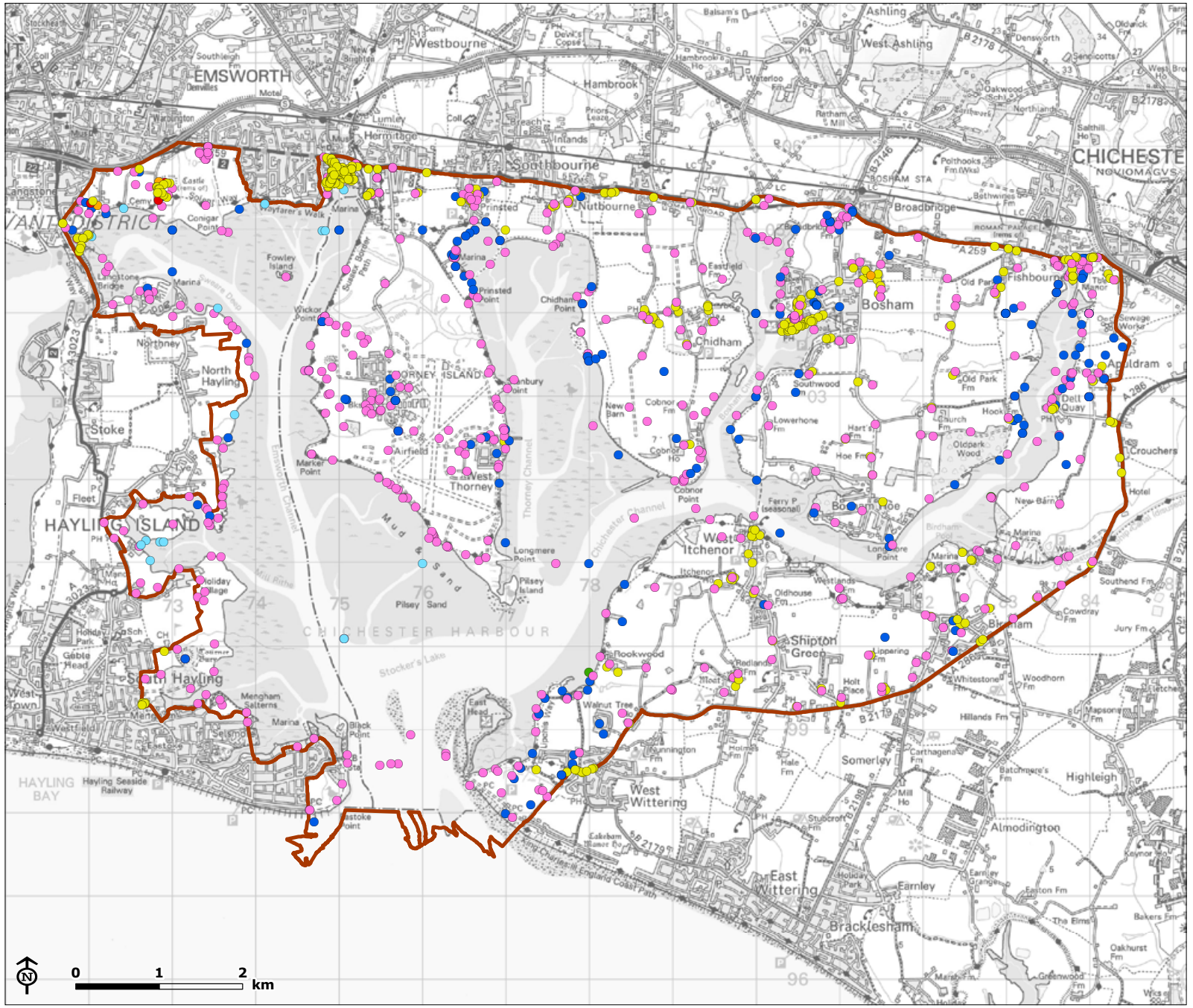
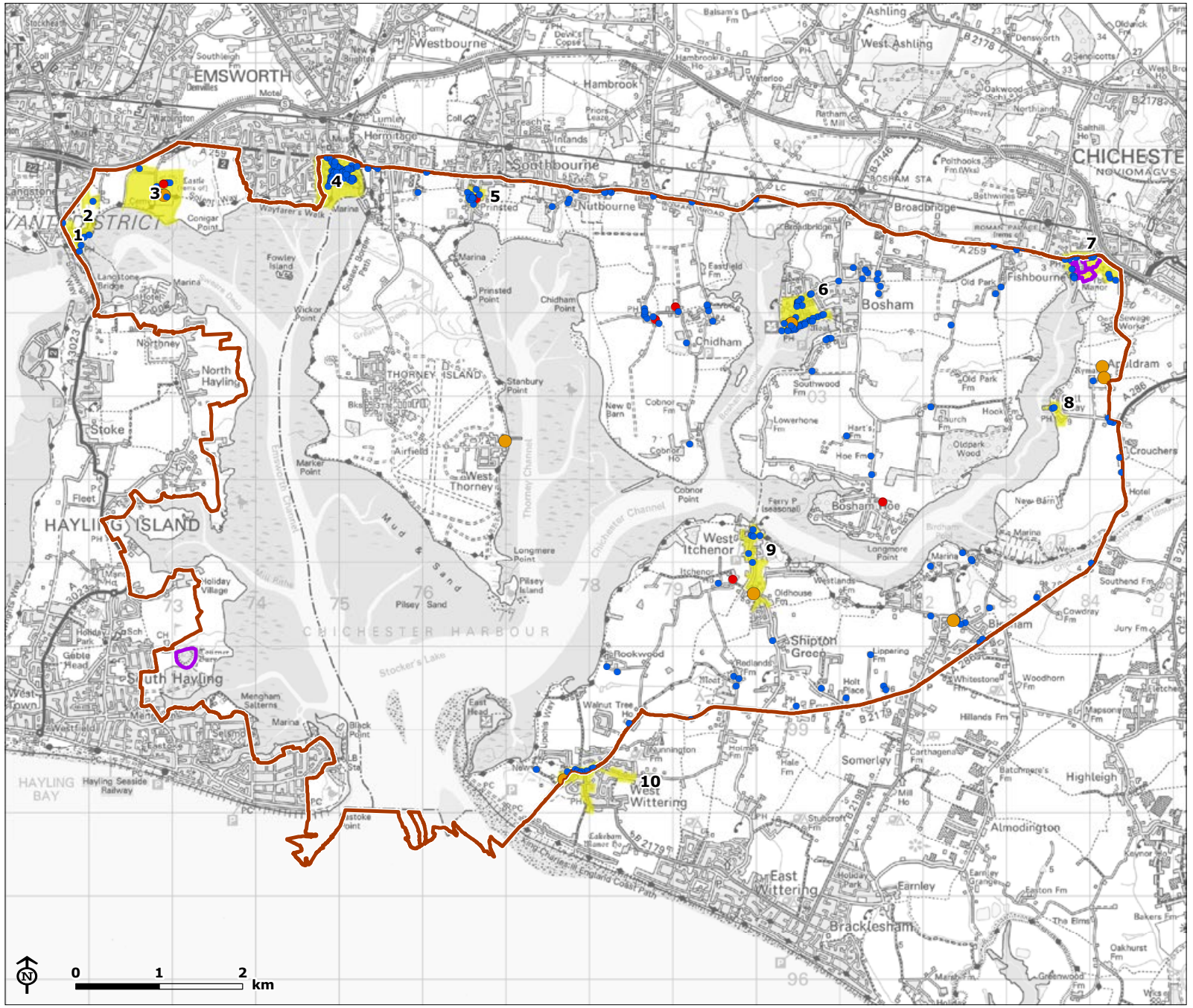

EMSWORTH
Westbourne
Hambrook
West Ashling
Southbourne
Nutbourne
CHICHESTE
NOVIOMAGVS
Broadbridge
Fishbourne
Bosham
Chidham
Apuldram
Dell Quay
Crouchers
North Hayling
Stoke
HAYLING ISLAND
Fleet
West Thorney
Airfield
Longmere Point
Pilsey Island
Pilsey Sand
Mud & Sand
CHICHESTER HARBOUR
West Itchenor
Shipton Green
Bremere
Cowdray Fm
Jury Fm
Woodhorn Fm
Hillands Fm
Mapsons Fm
Highleigh
Somerley
Almodington
Earnley
East Wittering
Bracklesham
West Wittering
South Hayling
Mengham Selterns
Gabbe Head
HAYLING BAY
Hayling Seaside Railway
Black Point
East Head
Walnut Tree
Stocker's Lake
Thorney Channel
Chichester Channel
Emsworth Channel
Sweare Deep
Oldpark Wood
Southend Fm
Whitestone Fm
Holt Place
Redlands Fm
Lookwood
Oldhouse Fm
Westlands
Lowerhone
Southwood
Old Park Fm
Hoe Fm
Cobnor Fm
Cobnor Ho
Cobnor Point
Chidham Point
Prinsted
Northney
Conigar Point
Fowley Island
Wicker Point
Marker Point
Longmere Point
Pilsey Island
Black Point
Stockheath
Southleigh Fm
Denvilles
Warblington
Castle (remains of)
Langstone Bridge
Langstone
Hermitage
Lumley
Inlands
Priors Leaze
Hambrook Ho
Waterloo Fm
Ratham Mill
Oakwood Sch
Northlands
Salthill Ho
Polthooks Fm
BOSHAM STA
Bathwinnes Fm
Old Park
Eastfield Fm
Sewage Works
Church Fm
Hook
Hart Fm
Hoe Fm
New Barn
Ferry P (seasonal)
Birdham Pool
Marina
Southend Fm
Cowdray Fm
Jury Fm
Woodhorn



Map P

Heritage Assets

- Chichester Harbour National Landscape

Listed Building

- 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

LUC

Chichester Harbour National Landscape

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CB:KH EB:Horton_K LUC 12695_Map_P_Heritage_A4L 18/12/2023



Map Q

Satellite Image of National Landscape

Chichester Harbour National Landscape

Map Scale @ A4: 1:65,000

LUC

Chichester Harbour National Landscape

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CB:KH EB:Horton_K LUC 12695_Map_Q_Aerial_A4L 18/12/2023



Map R

Satellite Image of the Setting of National Landscape

Chichester Harbour National Landscape

Map Scale @ A4: 1:250,000

LUC

Chichester Harbour National Landscape

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CB:KH EB:Horton_K LUC 12695_Map_R_Aerial_Wider_A4L 18/12/2023

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 National Landscape Report / Maps

The independent Chichester Harbour State of the National Landscape 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.

National Landscapes Association

The National Landscapes Association 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 National Landscapes.

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 National Landscape and National Parks.

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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