



**Chichester  
Harbour**  
National  
Landscape



Chichester Harbour National Landscape

# Management Plan

## 2025 - 2030

**Consultation Draft**

[www.surveymonkey.com/r/chichesterharbour](https://www.surveymonkey.com/r/chichesterharbour)



# Foreword



It is my pleasure to introduce the consultation draft of the new Chichester Harbour National Landscape Management Plan for 2025-2030. This Plan comes at a critical time, with its successful implementation more important than ever.

Natural England's Condition Review of Chichester Harbour Sites, published in 2021, re-enforced what we already knew – we are living through a biodiversity crisis and a climate emergency. I am thankful to the team of researchers that undertook this stark work because it's only when we understand the true extent of the problem, can we seek solutions. The Review highlighted the impacts of climate change, the deteriorating water quality, and the loss of the precious saltmarsh habitat. It also rightly notes the unprecedented level of development pressure and the unequivocal damage that hard sea defences are causing in this natural estuary.

However, I remain heartened and positive about the future since I have witnessed a renewed sense of urgency to tackle nature recovery and to prepare for the impacts of climate change. This gives me great optimism that with the right interventions, the natural environment of Chichester Harbour can be restored and protected for the long term.

On the water, as the Statutory Harbour Authority, Chichester Harbour Conservancy continues our commitment to meeting the requirements of Ports and Marine Facilities Safety Code. This is the framework for operating a safe harbour. Our approach is not so much to be compliant, more to strive for excellence. This way of working has served us well for many years and it will continue to do so.

Chichester Harbour has always been a place where people come to relax, reflect and enjoy the surroundings. Our efforts on the natural environment have one overall purpose – to try and keep it that way, no matter whether you are here to sail, boat, walk, live, run a business, visit, or otherwise. It is quite rightly a National Landscape, designated and protected for the nation's benefit.

Finally, I would like to thank everyone who is helping to conserve, enhance and protect Chichester Harbour National Landscape. This Plan is for everyone, and we sincerely look forward to receiving your feedback on this draft through the Survey Monkey questionnaire.

**Cllr Pieter Montyn**  
**Chairman of Chichester Harbour Conservancy**

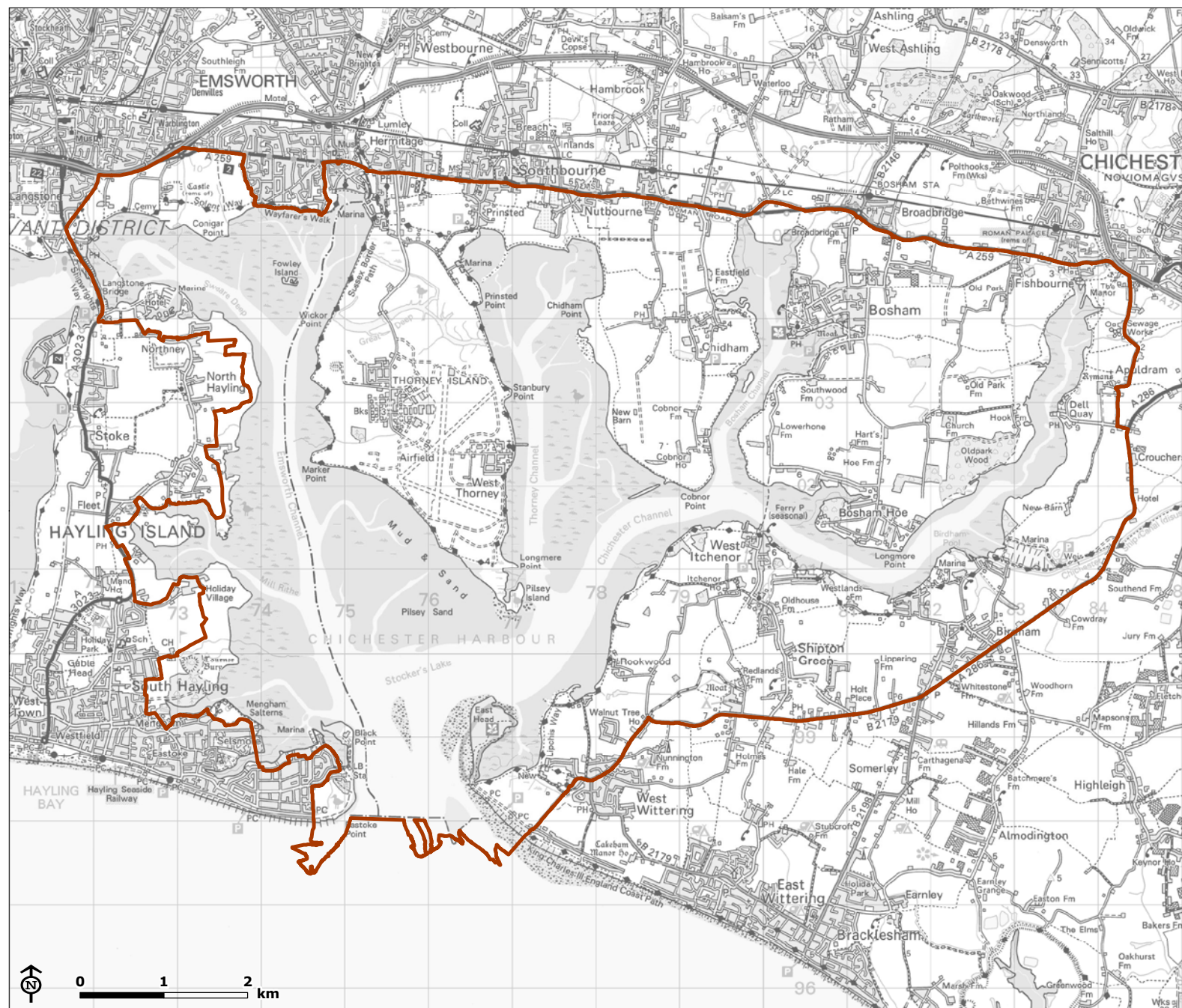
# Who is the Management Plan for?

A National Landscape Management Plan is an agreed partnership document that many organisations help to deliver over the next 5 years, with funding, expertise, guidance, and project delivery. At Chichester Harbour National Landscape, these are some of the partners that will continue to support its delivery.

- Arun & Western Streams Catchment Partnership
- Bird Aware Solent
- Blue Marine
- British Marine
- The British Trust for Ornithology
- Chichester & District Archaeology Society
- Chichester District Council
- Chichester Harbour Conservancy
- Chichester Harbour Federation
- Chichester Harbour Trust
- Coastal Partners
- The Crown Commissioners
- The Department for Environment, Food and Rural Affairs (Defra)
- The Department for Transport
- East Hampshire Catchment Partnership
- East Head Impact
- Educational Establishments (School, Colleges, Universities)
- The Environment Agency
- The F. G. Woodger Trust
- The Friends of Chichester Harbour
- Hampshire County Council
- Havant Borough Council
- Historic England
- The Manor of Bosham & The Hundred Ltd.
- The Marine Management Organisation
- The Marine Protection Society
- The Maritime & Coastguard Agency
- The National Landscapes Association
- The National Lottery's Heritage Fund
- Three Harbours Partnership
- Natural England
- Parish Councils in Chichester (in or near the National Landscape)
- Residents' Associations in Havant (in or near the National Landscape)
- The Royal National Lifeboat Institution
- The Royal Society for the Protection of Birds (RSPB)
- The Royal Yachting Association
- Sailing Clubs
- The Solent & Southern Harbour Masters Association
- Southern Water
- Sussex Inshore Fisheries & Conservation Authority (IFCA)
- The UK Harbour Masters' Association
- West Sussex County Council

The Chichester Harbour National Landscape Management Plan is **for everyone**, including residents, landowners, farmers, land managers, businesses, specialist interest groups and visitors. The Management Plan is not about individual actions to be delivered over the next 5 years. It is about setting the overall direction of travel with a set of agreed key **policy aims**.





## Chichester Harbour

 National Landscape

The jagged line at the entrance to the harbour follows the sand and shingle banks as they were present in 1964.

Map Scale @ A4:  
1:65,000



Chichester  
Harbour  
National  
Landscape



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## A Protected National Landscape from 1964

On 4th February 1964, Chichester Harbour was designated an Area of Outstanding Natural Beauty, with the Government issuing a press notice the following day, titled "Beauty of Chichester Harbour to be Protected." In 2023, the AONB branding was changed to National Landscape to better reflect the national importance.

The primary purpose of the National Landscape 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. 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.



## Section 1 Chichester Harbour in Legislation



## Chichester Harbour Conservancy Act of 1971

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 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.



## 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 National Landscapes 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 Chichester Harbour Conservancy and its partners to drive forward integrated and co-ordinated action for the management of this nationally important protected landscape.

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 National Landscape, to have regard to the purpose of conserving and enhancing the natural beauty of the National Landscape (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 National Landscape, to seek to further the purpose of conserving and enhancing the natural beauty of the National Landscape (Section 85).

Chichester Harbour Conservancy is the Joint Advisory Committee (JAC) for Chichester Harbour National Landscape. In 2025, the JAC published a Strategy to 2050, which commits to a series of ambitions over the next 25 years.







Department  
for Transport



Maritime and  
Coastguard Agency

## The Role of the Harbour Authority

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 Ports and Marine Facilities Safety Code, introduced in 2000. It was developed to improve safety in the port marine environment and to enable organisations to manage their marine operations to nationally agreed standards. It is primarily intended for the 'duty holder' which at Chichester Harbour, is the Chichester Harbour Conservancy Board.

The Ports and Marine Facilities Safety Code comprises the following 10 measures:

- I. **Duty Holder:** whose members are, individually and collectively, accountable for compliance, and their organisation's performance in ensuring safe marine operations.
- II. **Designated Person:** provides independent assurance about the operation of the organisation's marine safety management system and must have direct access to the Duty Holder.
- III. **Legislation:** the Duty Holder must be aware of and review the organisation's legal powers, duties and responsibilities based on applicable local and national legislation and seek additional powers if necessary to improve marine safety.
- IV. **Duties & Powers:** organisations must comply with any statutory duties and responsibilities they have.
- V. **Risk Assessment:** organisations must ensure that 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:** organisations must operate an effective marine safety management system which is based on formal risk assessment.
- VII. **Review & Audit:** organisations must review and audit performance against applicable requirements.
- VIII. **Competence:** organisations must use people who are appropriately trained, qualified and experienced to manage marine safety.
- IX. **Plan:** organisations must publish a marine safety plan showing how the standards will be met and produce a report assessing performance against that plan at least every 3 years.
- X. **Conservancy Duty:** organisations must ensure their facilities are fit for purpose and have a duty of reasonable care to ensure that any vessel can utilise them safely.







## Applying the CRow Act section 85 duty to 'seek to further the purpose' in National Landscapes

Section 85 of CRow Act of 2000 (as amended by the Levelling-up and Regeneration Act in December 2023) requires 'relevant authorities', in exercising or performing any function that affect National Landscapes in England, to 'seek to further the purpose of conserving and enhancing the natural beauty of the National Landscape.'

- This is a statutory duty, which has been in force since 26th December, 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 the National Landscapes.
- Within the planning context, relevant authorities are the Local Planning Authorities, the Planning Inspectorate, and the Secretary of State (e.g. for called-in decisions), along with communities producing and publishing neighbourhood plans. The duty applies to all aspects of the development management process and the plan-making process, including, but not limited to, planning application decisions, enforcement, and decisions relating to planning policies and site allocations in Local Plans.
- The duty is considered to require a pro-active approach by the decision-maker; relevant authorities are expected to be able to demonstrate that they have fulfilled the duty, and how compliance with the duty has been embedded in the plan-making and decision-making process. Natural England have advised that relevant authorities must take all reasonable steps to explore how the statutory purposes of the protected landscape can be furthered.
- The duty applies to plan-making and decision-making in relation to, or so as to affect, land in a National Landscape, not only in considering proposals within a National Landscape, but also, for e.g., affecting its setting.
- It is important to ensure that 'to conserve and enhance' is treated as a singular purpose: consider both parts together, in every relevant decision.
- The statutory duty needs to be considered in tandem with the National Planning Policy Framework (NPPF), in particular paragraphs 11, 182 and 183.
- Paragraph 182 of the NPPF (2023) sets out that 'great weight' should be given to conserving and enhancing landscape and scenic beauty in a National Landscape, whereas conservation and enhancement of wildlife and cultural heritage are important considerations.





- However, it is important to remember that ‘natural beauty’ is holistic. Natural beauty is not just the look of the landscape, but includes landform and geology, plants and animals, landscape features, and the rich history of human settlement over the centuries.’ It includes landscape and scenic quality, natural heritage (species, habitats, geology and physical geography), wildness, tranquillity and dark skies, and cultural heritage (including cultural traditions and the historic and other built environment that makes the area unique). Historic England make clear that the historic environment is fundamental to the distinctive character, sense of place and natural beauty of each National Landscape.
- It is the conservation and enhancement of all this natural beauty that is the primary purpose of designation, and that Local Planning Authorities must consider in discharging their duty under CRoW Act (2000) s.85.
- Local Planning Authorities are advised to ensure internal legal teams are aware of the s.85 duty.

### Use of the National Landscape Management Plan

- The Management Plan for the specific National Landscape is a statutory document, which will have been adopted by the Local Authority and which ‘formulates their policy for the management of the area and for the carrying out of their functions in relation to it’. It is the principal vehicle for ensuring that the statutory purposes of the National Landscape are met, and is a material consideration in the planning process.
- Conserving and enhancing the natural beauty of the specific National Landscape will normally mean, as a minimum:
  - › Conserving and enhancing the character components or special qualities identified in the Management Plan;
  - › Supporting the Management Plan Policies as set out ; and
  - › Following any Management Plan actions as set out.



## Consenting Framework

As a protected landscape, many policies regulate development in Chichester Harbour. Most organisations offer a pre-app advice service to help applicants navigate the consenting framework and thereby enable development consistent with the designations. The main consenting statutory organisations at Chichester Harbour are as follows.

### Chichester Harbour Conservancy

Chichester Harbour Conservancy will consider all aspects of a Works Licence application, including any interference with public rights of navigation, leisure, recreation, and the conservation of nature. A Works Licence must be obtained for all construction works below mean high water springs.

### Environment Agency

Permission is required to do work on or near a river, flood defence or sea defence.

### Historic England

Permission is required to do work on a site of historical importance.

### Local Planning Authority

The Local Planning Authority will consider the various impacts of your proposed development on the National Landscape. Planning consent is usually required for most types of works.

### Marine Management Organisation

The Marine Management Organisation will ensure that your works adhere to the latest national marine planning policies. A marine licence must be obtained for all construction works below mean high water springs.

### Natural England

Natural England will consider the potential impacts of your project on the conservation designations.







## Section 2

# A Protected National Landscape

### Special Qualities

Chichester Harbour was designated an Area of Outstanding Natural Beauty (AONB) in 1964. These special qualities, when considered in combination, collectively define what is distinctive about Chichester Harbour **National Landscape**.

- 1. Estuarine seascape.** The unique blend of land and sea with expanses of open water and winding sheltered inlets. Beneath the surface is a diversity of marine wildlife from seaweeds and snails to crabs, fish and seals, creating a precious underwater ecosystem.
- 2. Intertidal zone.** Where the land meets the sea, the intertidal zone is exposed by the falling tide, habitats including mudflats, seagrass meadows, saltmarshes, and reedbeds. All are vital to wildlife and form a natural sea defence as well as capturing carbon. The shingle banks and sand dunes above mean high waters complement the intertidal habitats.
- 3. Functioning catchment.** The harbour is fed by 34 waterways. Critical to the health of the harbour, these rivers and streams provide a connection with the wider landscape delivering valuable freshwater input to the estuary.
- 4. Internationally important birdlife.** Vast numbers of wetland birds overwinter within the harbour, flocking across the skies and providing a dramatic soundscape. In the summer seabirds like terns and gulls breed here swooshing, diving and calling over the water.
- 5. Wooded shoreline.** Contributing to the naturalness of the harbour, the often tree-lined shore with fragments of ancient woodland naturally stabilises the coast and softens the visual impact of coastal development.
- 6. Farmed landscape.** With fertile, sheltered soils and a mild climate, the diverse patchwork of farmland is important for food production, wildlife, and long distance views.
- 7. Recreational value.** Sheltered inlets and open water provide unrivalled opportunities for sailing, boating and paddle sports in Europe's largest recreational harbour. On the water's edge, the King Charles III England Coast Path links to the network of footpaths around the harbour.
- 8. Living classroom.** With varied coastal habitats and dynamic coastal change, Chichester Harbour provides educational opportunities for all ages to better understand the natural and cultural environment.



**9. Sense of space.** The overall sense of wilderness, peace, tranquillity and the dark skies. The spectacular views between Chichester Harbour National Landscape and the South Downs National Park serve as Strategic Wildlife Corridors, resulting in a high level of interconnectivity between these two protected landscapes.

**10. Harbourside heritage.** Picturesque harbourside settlements with historic buildings and monuments are built on a long history of human habitation and a rich cultural coastal heritage, including fishing, boat building and marine trades.

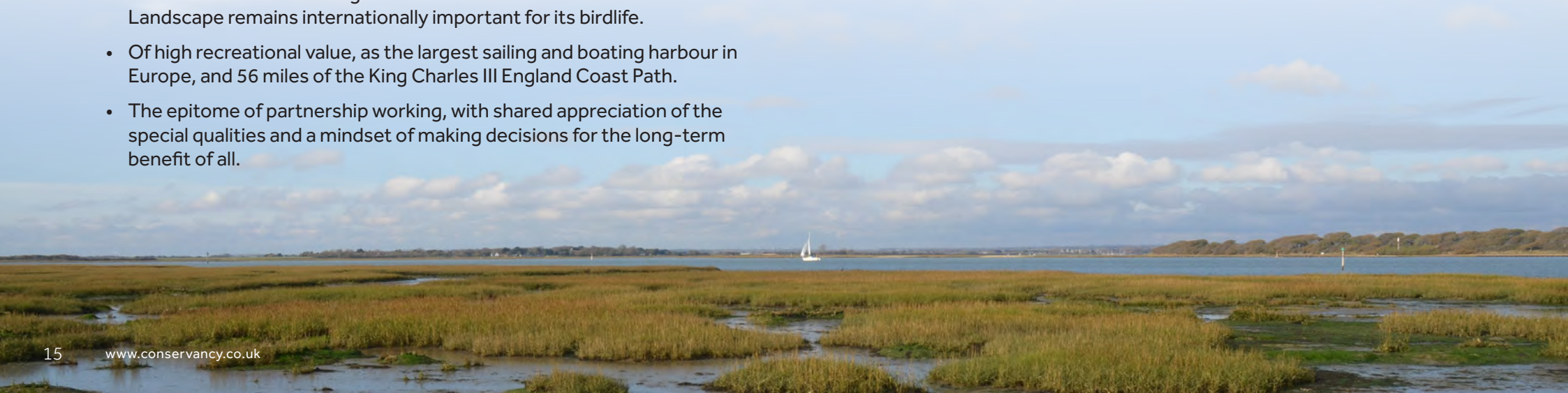
## Statement of Significance

Chichester Harbour National Landscape is:

- A microcosm of the state of nature across all the English protected landscapes. The open water of the harbour leads to the intertidal zone, farmland, woodland, and harbourside dwellings.
- A rare example of a natural estuary along the increasingly developed coastline of southeast England. Chichester Harbour National Landscape remains internationally important for its birdlife.
- Of high recreational value, as the largest sailing and boating harbour in Europe, and 56 miles of the King Charles III England Coast Path.
- The epitome of partnership working, with shared appreciation of the special qualities and a mindset of making decisions for the long-term benefit of all.

## A Vision for Chichester Harbour National Landscape in 2050

- Chichester Harbour is viewed internationally as an exemplar of active and effective conservation of the National Landscape, whilst delivering safe and efficient port management.
- Habitat decline has been successfully reversed with biodiversity and natural beauty protected, achieved through leadership, education, a high degree of public awareness and community participation.
- Chichester Harbour is a net zero landscape that has achieved a balance whereby the amount of greenhouse gases released into the atmosphere is equal to, or less than, the amount removed from the atmosphere, thereby creating a zero impact on climate change.





## 30 by 30: A Global Agreement to Tackle the Climate and Biodiversity Crisis by 2030

In December 2022, over 190 countries adopted the Kunming-Montreal Global Biodiversity Framework (also known as The Biodiversity Plan) – an international commitment to better protect the planet that sustains us all. The framework includes 23 targets aimed at reversing habitat and species loss.

The Biodiversity Plan specifically calls for the effective protection and management of 30% of the world's terrestrial, inland water, and coastal and marine areas by 2030. Put simply, 30 by 30 is the biggest conservation commitment the world has ever seen.

The National Landscapes and Parks have strengthened their revised remit to deliver more for nature recovery.

At Chichester Harbour National Landscape, 30 by 30 is about improving the condition of the Site of Special Scientific Interest (SSSI), which is being led by the Chichester Harbour Protection and Recovery of Nature (CHaPRoN) partnership.







## Section 3 Condition Review of Chichester Harbour Sites, 2021

In 2021 Natural England published its Condition Review of Chichester Harbour Sites: Intertidal, Subtidal and Bird Features (NERR090).

### Intertidal, Subtidal and Bird Features

Chichester Harbour is one of the most important sites for wildlife in the country and is globally important for migratory birds. The harbour is designated as a Site of Special Scientific Interest (SSSI, 1970), a Special Protection Area (SPA, 1979) for its birdlife, a RAMSAR site for its wetlands (1987), and a Special Area of Conservation (SAC, 1994). A combination of desk-based evidence and field surveys for saltmarsh in 2019 were undertaken by Natural England to assess the condition of the harbour's habitats and species (known as notified features). The report reviewed historic trends in populations and condition of notified features, discussed whether the existing conservation actions are appropriate, and identified changes that are required. The Review concluded that all SSSI units with saltmarsh at designation were assigned to unfavourable declining condition, totalling 3,003 hectares.

### Saltmarsh

Between 1946 and 2016, 58% of saltmarsh habitat was lost overall, with almost half of that since 1970, when the site first became legally protected. On average, 2.54 hectares (the equivalent of more than 3 football pitches in area) of saltmarsh is being lost every year across Chichester Harbour. At the current rate of decline the site could lose all its remaining saltmarsh habitat by the middle of the next century.



## Birds

The wintering populations of birds in Chichester Harbour vary in their trends over time but on average the assemblage is in unfavourable condition as numbers of many species have declined, some species dramatically so (more than 70% long term). Nevertheless, the site remains nationally important for nine wintering species and internationally important for dark-bellied brent geese and black-tailed godwit. The national populations of four of the notified wader species have shifted range in response to climatic factors, which explains part of the declines seen. However, there are additional site-specific factors affecting these and the other bird species, including disturbance, pressures on high tide roosts and poor quality of habitat (opportunistic macroalgae). Consequently, some of the birds whose populations are doing well are species which can switch their foraging habitats away from the main intertidal area such as brent geese.

Nesting terns are in unfavourable declining condition because nesting sandwich tern numbers have declined to zero, little tern numbers have declined dramatically and the number of their chicks per nest successfully fledging is at or close to zero. A range of complex factors including predation (both mammalian and avian), habitat changes and climate change (sea level rise and increased storminess) are the causes, despite concerted conservation actions to reverse the trend.



## Opportunistic Macroalgae

Opportunistic macroalgae weed are an indicator of nutrient enrichment and high percentage coverage impacts bird prey and the habitat. Percentage coverage of opportunistic macroalgae was reviewed in 2011, 2014 and 2018, and assessed in each harbour channel and in the middle and outer harbour edges. Coverage varied from year to year and spatially but most of the harbour had too much opportunistic macroalgae in both 2011 and 2018. Only the outer harbour was not impacted by opportunistic macroalgae in all three years.

## Eelgrass

The SSSI baseline extent changed to at least between 130 and 220 hectares as a minimum for favourable condition for this sub-feature. This feature was assigned unfavourable as a provisional assessment, due to the absence of reliable baseline data and was not used to change mapped condition of the SSSI.



## Water Quality

Only the inorganic components of nitrogen; dissolved inorganic nitrogen (DIN) and orthophosphate were assessed. DIN and orthophosphate vary seasonally, yearly, and spatially within the harbour. Most of the nutrients are taken-up in the harbour by the opportunistic macroalgae growth and by the wider catchment (in summer months) where both DIN and orthophosphate values drop, the former to below detectable limits in summers back to 1995. Winter peaks of DIN show no apparent overall trends across the harbour but increase during wet winters and springs. There are some localised declines, at Langstone Bridge where declines occur shortly after the removal of the Budds Farm wastewater treatment works discharge from the adjacent Langstone Harbour.

The winter DIN values do vary between areas of the harbour with a trend of increasing values from west to east and from the outer harbour towards the upper harbour arms. The highest mean winter value is from Fishbourne Channel, which has nearly six times higher values of nitrogen than the lowest value at Fisheries Buoy in the west of the main harbour. The conservation measures that have occurred in the catchment may be reducing DIN values in parts of the harbour, but the picture is complex, and the localised reductions are not sufficient for the wildlife to recover. The best remaining saltmarsh habitat and the largest eelgrass beds are in areas with lower nitrogen.





## Conservation Action

Overall, the main intertidal habitats and bird features are assessed as unfavourable declining condition largely due to the continued loss of saltmarsh, the poor quality of saltmarsh and mudflat habitat, and the continued decline of several bird species (wintering and nesting). The required conservation actions are:

- ✓ Restore saltmarsh habitat within Chichester Harbour to achieve at least the 552 hectares area at SSSI designation. This could begin with climate change safeguarding policies to help protect low lying land around the harbour for future saltmarsh restoration. Opportunities to recreate saltmarsh habitat should then be identified e.g. realigning sea defences. An additional 257 hectares of saltmarsh from the current level is initially needed to restore it back to recovering, and as the habitat structure evolves then to favourable condition.
- ✓ Remove barriers to coastal change caused from inappropriate coastal management including coastal squeeze, which are resulting in saltmarsh erosion and interrupting sediment supply.
- ✓ Identify low nutrient sources of sediment into the harbour, particularly mud sediment, if removing the structures does not restore the sediment supply.
- ✓ Maintain current actions and identify additional measures to reduce nitrogen into the harbour and the wider Solent including, depending on source apportionment, reducing nitrogen inputs from urban and rural diffuse (planning and farming), from atmospheric deposition and from point sources (mainly wastewater treatment works).
- ✓ Work with partners to understand the baseline condition of small fish (prey) populations in the harbour and whether this is influencing tern productivity.
- ✓ Significantly increase efforts to improve tern populations, e.g. creating more tern rafts (to improve nesting success rates) and predator management where necessary.
- ✓ In partnership investigate the feasibility of creating a network of sites that are less susceptible to tidal flooding by creating suitable raised shingle banks at Stakes Island.
- ✓ Where feasible, include creation of islands for breeding terns and high tide roosts when designing coastal habitat creation schemes.
- ✓ Work with partners to continue to identify and manage sources of disturbance to birds.
- ✓ Improve monitoring and data collection, to include (if possible) assessing source apportionment at a smaller spatial scale related to the harbour's interest features and increase the frequency of saltmarsh assessment.





## Section 4 Management Policies

The Chichester Harbour National Landscape Management Plan, 2025 to 2030, comprises of 5 policies, which should be read as an integrated set to guide the management of this protected landscape.

**Policy 1: Nature Recovery**

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**Policy 2: Climate Change**

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## Policy 1: Nature Recovery

The natural environment of Chichester Harbour National Landscape will be restored for the benefit of future generations.

### 1.1 Chichester Harbour Protection and Recovery of Nature

To support the Chichester Harbour Protection and Recovery of Nature (CHaPRoN) partnership that aims to restore the favourable condition of the Site of Special Scientific Interest (SSSI) by 2050, assisted by the Solent Seascape Project.

### 1.2 Rollback of the Coastal Footpaths

To roll back the King Charles III England Coast Path as a response to sea level rise, at suitable locations, which will provide space for new intertidal foreshore habitats, whilst retaining the overall integrity of the coastal footpaths and the closeness to water that they bring. Nature-based solutions will replace hard sea defences, thereby reducing coastal squeeze.

### 1.3 Habitat Restoration

To create, enhance and protect habitats to support wildlife, including more shingle recharges, an increased number of tern rafts, new sites for high tide roosts, utilising the beneficial use of dredgings for saltmarsh restoration, planting and nurturing new wildflower meadows, and promoting native species. Interventions will complement the Hampshire Local Nature Recovery Strategy and the West Sussex Local Nature Recovery Strategy.

### 1.4 Water Pollution

To improve water quality by significantly reducing pollutants at source, including farming and wastewater treatment plants, from sewage, pharmaceuticals, microplastics, and sailing and boating practices. Unfiltered wash-down facilities for boat maintenance are to be phased out and replaced with solutions that capture either the antifoul chemicals for disposal elsewhere, or the use of an on-site filtration system.

### 1.5 Compliance with UK Law

To cease activities that damage nature, wildlife, and habitats, such as recreational disturbance, unauthorised developments, pollution incidents, illegal bait digging, and illegal shellfish collection.

### 1.6 Research and Development

To continue to collate qualitative and quantitative data, for instance on wildlife populations, to help society understand changes in the natural environment, which will ultimately assist with decision-making at all levels.





## Chichester Harbour is in a biodiversity crisis.

The main Chichester Harbour Site of Special Scientific Interest (SSSI) was reclassified as in 'unfavourable declining' condition in 2021.

Established in 2020 as a response to the declining state of nature, the Chichester Harbour Protection and Recovery of Nature (CHaPRoN) partnership set itself the ambition to return the SSSI to favourable condition by 2050. The partnership comprises Chichester Harbour Conservancy, Coastal Partners, Natural England, the Environment Agency, the RSPB, Sussex IFCA, and Southern Water.

Now on a programmatic footing, the CHaPRoN partnership requires continued commitment from partners, and associated funding for projects, to improve the natural environment. The Department for Environment, Food and Rural Affairs would like to see the same target reached by 2042. Progress will be dependent on resources.

## The Solent Seascape Project

- The Solent Seascape Project area covers over 52,000 hectares of coastal and marine habitats in the Solent, one of the most heavily used waterways in Europe. It is a collaborative long-term initiative, working to restore multiple habitats across a diverse estuarine system between the Isle of Wight and mainland England. It aims to restore and reconnect seagrass, oyster reefs, saltmarsh, and seabird nesting habitats across the Solent's seascape.
- A partnership of ten organisations is working collectively with local communities to co-develop an ambitious recovery plan for the Solent, actively restoring and reconnecting critical coastal habitats to create a thriving, functioning seascape for all.
- The ten project partners are the Hampshire & Isle of Wight Wildlife Trust, the RSPB, Natural England, Project Seagrass, Coastal Partners, the Isle of Wight Estuaries Project, the CHaPRoN partnership, the Environment Agency, the University of Portsmouth, and the Blue Marine Foundation. The Solent Seascape Project is funded by the Endangered Landscapes & Seascapes Programme (managed by the Cambridge Conservation Initiative and Arcadia) and East Head Impact.
- The Solent Seascape Project will be active for the duration of this Management Plan.



‘Coastal squeeze’ occurs when hard sea defences stop the natural migration of foreshore habitats from moving inland over the course of decades. With the advent of sea level rise, and with two-thirds of Chichester Harbour having hard sea defences, the result has been a loss of 58% of saltmarsh since 1946, and a further 2.54 hectares per year at present. It will be financially and ecologically unfeasible to keep strengthening the existing sea defences as a response to sea level rise. To address this issue, wherever there are saltmarsh gains to be made, hard sea defences will need to be decommissioned and removed, and the coastal footpaths realigned inland. Without this change of approach, scientists predict that Chichester Harbour National Landscape could lose all its remaining saltmarsh habitat by the middle of the next century.

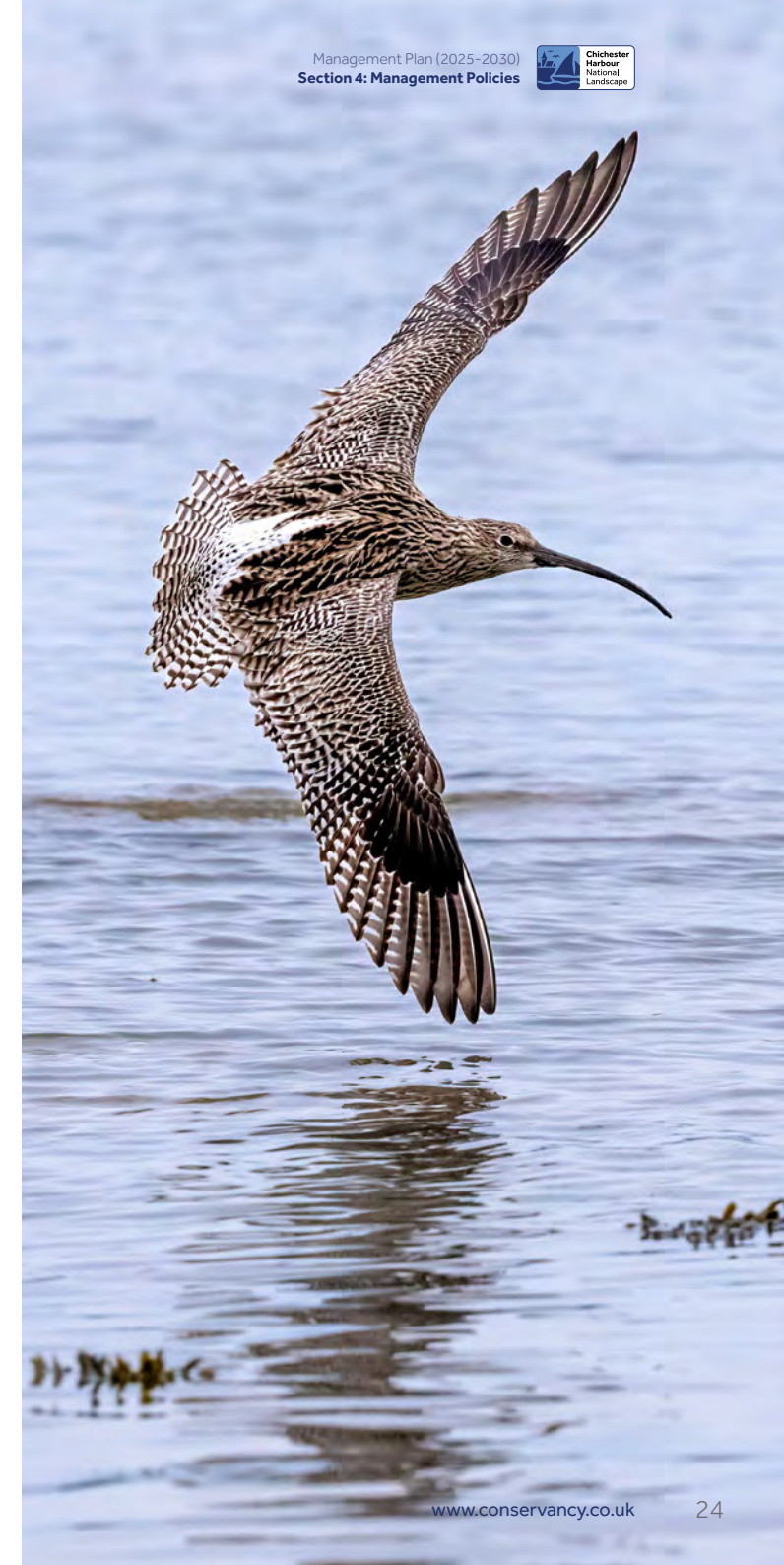
The CHaPRoN partnership shares the public affection for the coastal footpaths around Chichester Harbour. However, with sea level rise by 2100 projected to be between 28cm (best case scenario) and 1.6 metres (worst case scenario), the options for the management of the coastline are limited. The height of actual sea level rise will be affected by the rate at which society moves to net zero over the next 25 years.

Wherever possible, the CHaPRoN partnership will pursue nature-based solutions as a replacement for failing sea defences. Nature-based solutions harness the power of nature to boost natural ecosystems, biodiversity and human well-being to address major societal issues, including climate change. At Chichester Harbour, this will entail

removing hard structures, creating space for future saltmarshes, tree planting on the higher ground along the fringe of the water’s edge, and essentially allowing the natural estuary to function as nature intended.

There is also scope for small-scale habitat improvements at Chichester Harbour. Although the tern rafts at Thorney Deep have proved very popular with the common terns, and something of a local success story, the rafts are not solutions in themselves – the common terns are using these rafts due to the deficit of shingle banks on the water’s edge. Opportunities to enhance and create shingle banks which are sufficiently protected from fox predation should be sought over the course of this Management Plan. Equally, finding new sites for high tide roosts are also important for birds, and inland efforts to protect and create wildflower meadows are to be encouraged, for example.

Hampshire County Council and West Sussex County Council have a statutory requirement to prepare Local Nature Recovery Strategies. Each Local Nature Recovery Strategy will agree priorities for nature recovery and propose actions to make a positive difference. The responsible authorities are working with other organisations and partners in their area to agree what should be included in their Local Nature Recovery Strategy. The Councils are identifying practical, achievable proposals developed with the input of people who know and understand the area, especially landowners and managers.





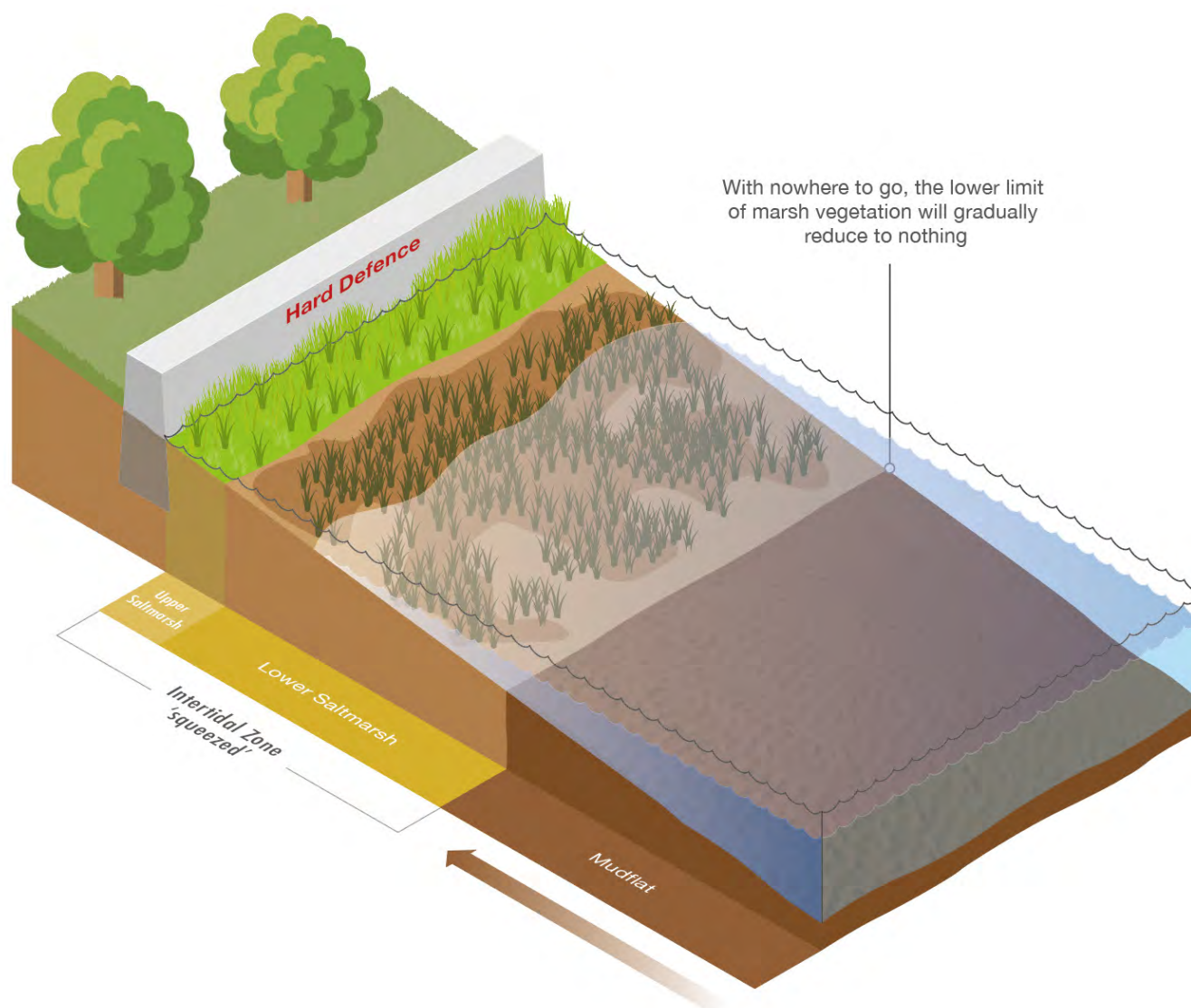


## Understanding Saltmarshes

- Supporting plant, insect and invertebrate life, saltmarshes are a nursery for young fish and shellfish, providing a sheltered environment for them to safely grow.
- Saltmarshes absorb carbon dioxide from the atmosphere. The carbon is then buried and locked away as new sediment is brought in on the tide.
- Acting as a natural sponge, saltmarshes filter run-off from the land and reduce herbicides, pesticides, and heavy metals. They also absorb some of the excess nutrients.
- The height of the saltmarsh habitat absorbs the energy of incoming waves providing natural protection to the shoreline. It's a nature-based solution to the problem of defending land from sea.
- Aesthetically, saltmarshes are an example of the natural beauty that supported the designation of Chichester Harbour National Landscape.

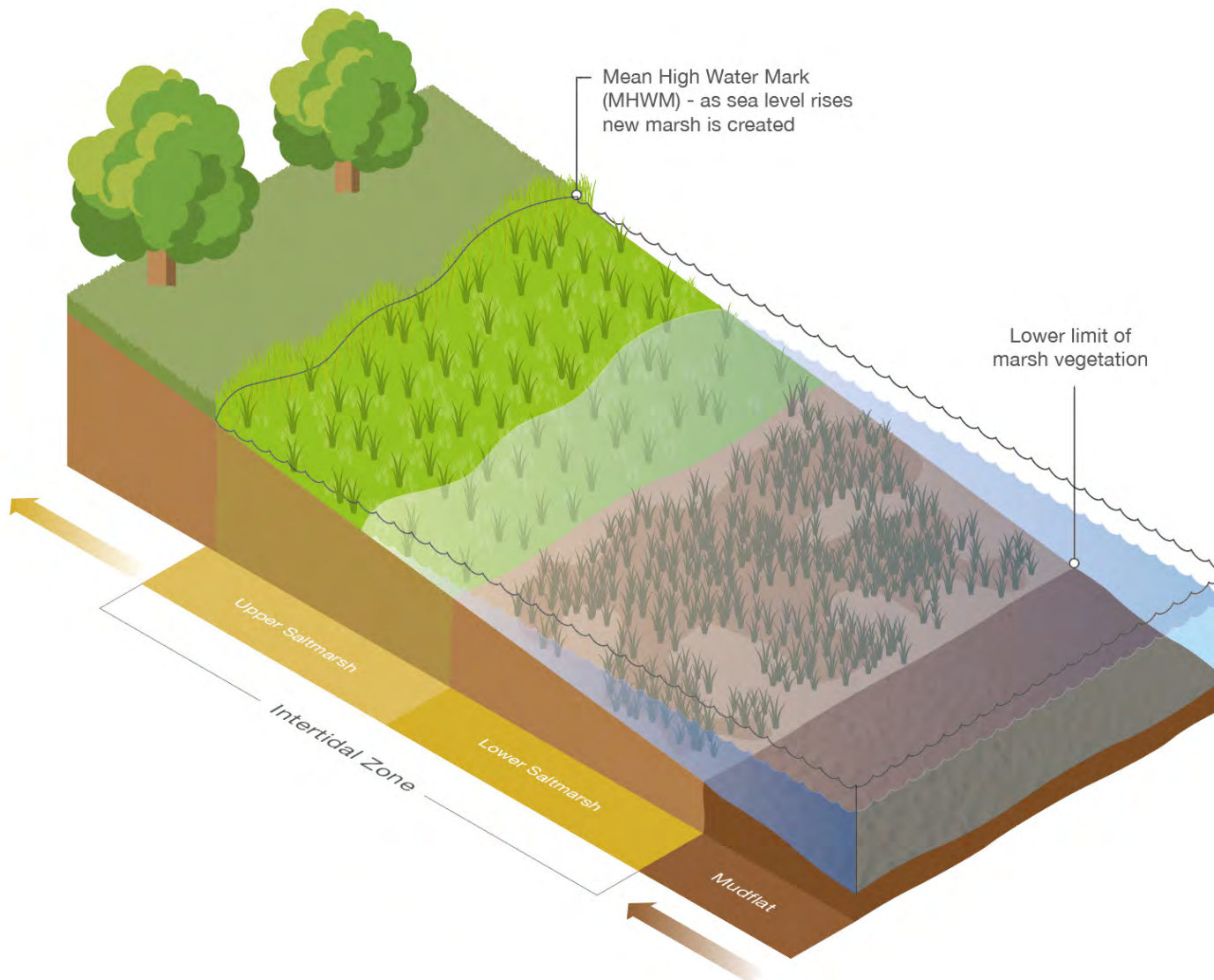


## Understanding Coastal Squeeze: Damaging Hard Sea Defences





## Understanding Coastal Squeeze: Healthy Natural Sea Defences





The state of the water quality in Chichester Harbour was one reason cited for the decline of the SSSI. The main factor is that the level of nitrates in the water is too high for a natural estuary, resulting in excessive levels of macro-algal weed. At low tide, this covers the mudflats and saltmarsh, making it harder for birds to feed. At high tide, it affects vessels, requiring additional maintenance from one year to the next. Traditional antifouling chemicals are also a source of water pollution. Macro-algal weed is unpleasant to look at and in the summer months it produces an unpleasant decomposing smell. Poor water quality also impacts the root structure of the saltmarshes, and their ability to store carbon.

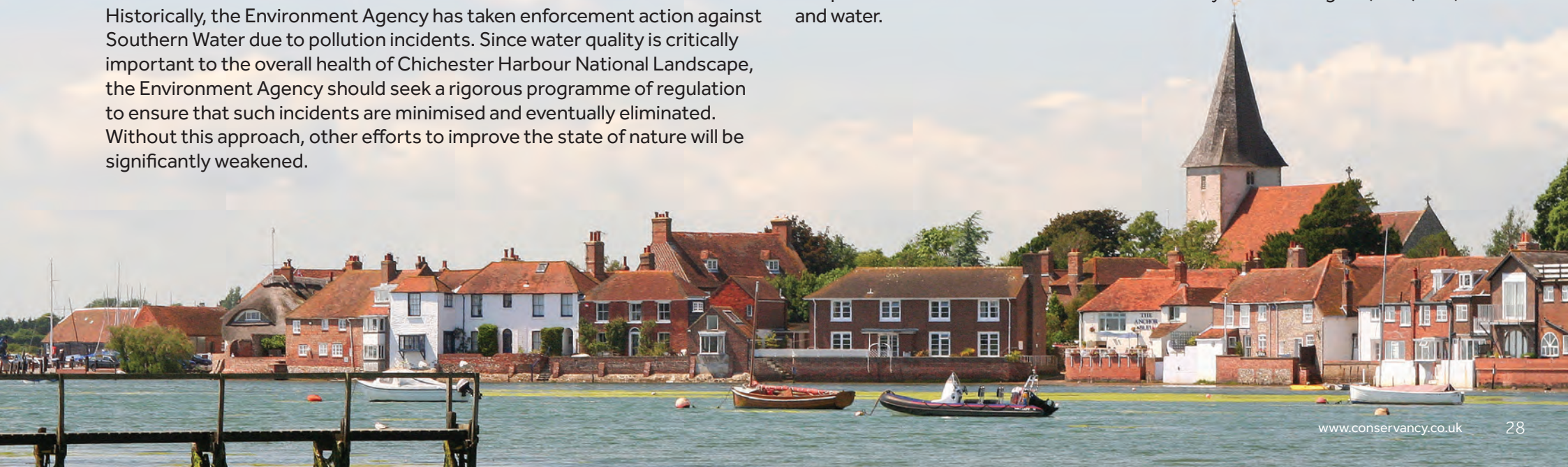
The main sources of nitrates are from groundwater, agricultural run-off, and the wastewater treatment works, with a significant proportion of nitrates also washed into Chichester Harbour from the Solent. Chichester Harbour Conservancy is keen to establish a nutrient management scheme, which was trialled at Poole Harbour in recent years. This could be collectively delivered at Chichester Harbour by the statutory bodies, the landowners, the farmers, and others. Southern Water are also upgrading the wastewater treatment works to reduce the volume of storm overflows by 2030, along with a package of other measures including sewer sealing, capturing rainfall, and fixing leaks.

Historically, the Environment Agency has taken enforcement action against Southern Water due to pollution incidents. Since water quality is critically important to the overall health of Chichester Harbour National Landscape, the Environment Agency should seek a rigorous programme of regulation to ensure that such incidents are minimised and eventually eliminated. Without this approach, other efforts to improve the state of nature will be significantly weakened.

It is recognised there are high levels of pharmaceuticals in the water of Chichester Harbour. Evidence of medications and recreational drugs have been found in the water and in subtidal species. The wastewater treatment works are unable to filter these chemicals therefore many substances taken by humans eventually end-up in the sea. Furthermore, any chemicals used to antifoul vessels on unfiltered washdown facilities also inevitably end up in the sea.

*Escherichia coli* (E-coli) is a bacterium that can contaminate coastal waters and beaches, posing a health risk to swimmers. E-coli typically derives from sewage spills and runoff from agriculture. Measures to better manage wastewater and nutrient leaching at source will help to reduce the level of risk.

Academic research in recent years has highlighted the impact of endocrine disruptors. Endocrine disruptors are chemicals that interfere with the hormonal system and thereby produce harmful effects in both humans and wildlife. In all organisms, hormones link the nervous system and bodily functions such as growth and development, immunity, metabolism, reproduction and behaviour. Endocrine disruptors are found in many everyday products, including cosmetics, food and beverage packaging, toys, carpets, and pesticides. Contact with these chemicals may occur through air, diet, skin, and water.







## Understanding Water Quality

- Chichester Harbour is a natural estuary. 34 waterways feed into the harbour, of which three are chalk streams. The high tides bring water in from the Solent through the harbour entrance, returning at low tide.
- The main sources of water pollution are excessive nitrates (from farming and wastewater treatment plants), sewage, pharmaceuticals, microplastics, and sailing and boating practices (antifouling run-off and toilet waste improperly disposed of).
- There are three wastewater treatment works in Chichester Harbour, at Apuldram, Bosham, and Thorney Island, with another nearby at Budds Farm, in Langstone Harbour. During inclement weather, the combined sewage system can get overwhelmed by wastewater and excessive rainwater, resulting in storm overflows directly released into Chichester Harbour to prevent flooding.
- Water quality is a complicated picture without a quick fix. Many pollutants are present in the groundwater, built-up over several years. It will take significant investment and societal behavioral changes to make a genuine difference.





There are breaches of planning control in Chichester Harbour National Landscape, which results in enforcement cases concerning unauthorised developments.

A breach of planning control is defined in Section 171A of the Town and Country Planning Act 1990 as:

the carrying out of development without the required planning permission;  
or failing to comply with any condition or limitation subject to which  
planning permission has been granted.

Natural England has published a List of Operations Requiring Natural England Consent (OLD1003245), which is reproduced in this Management Plan to help increase awareness.

There are many nationally and internationally important birds that use Chichester Harbour, including the black-tailed godwit, the brent goose, the bar-tailed godwit, curlew, dunlin, greenshank, grey plover, little egret, red breasted merganser, redshank, ringed plover, sanderling, and the terns. There are also approximately 60 harbour (common) seals and 20 grey seals that feed and haul out in the National Landscape, which has the largest colony of seals in the Solent.

If the decline in the state of nature is to be reversed, it is important that the CHaPRoN partnership establishes good baseline data from which to measure progress. Existing primary data sources such as the Wetland Bird Surveys (WeBS), the seal counts, fish surveys, and habitat assessments, for saltmarsh and seagrass, are all helpful resources. Academic institutions are well-positioned for other areas of research that will be required, such as exploring source apportionment data.





## Understanding Recreational Disturbance

- Recreational disturbance refers to the impact of human recreational activities on wildlife and their habitats. This can involve changes in animal behaviour, damage to habitats, and even physical harm to animals. Activities like walking, dog walking, off-roading, flying drones, shooting, and paddlesports can all contribute to recreational disturbance.
- If animals are alerted to a potential threat, they can rapidly change their behaviour, such as fleeing their territory, abandoning nests, or showing signs of heightened anxiety. This can lead to unnecessary energy expenditure, reduced breeding success, and even death.
- The most common form of recreational disturbance at Chichester Harbour National Landscape is when uncontrolled domestic dogs chase the wild birds, causing them to flush (take off). Other animals, such as the population of seals, are also affected by recreational disturbance, typically when tourism vessels do not leave them enough space.
- Bird Aware Solent is an educational organisation that helps people to understand the importance of coastal birdlife. Funding is drawn from a levy on all new developments within 5.6km of the Solent's Special Protection Areas.



## Chichester Harbour Site of Special Scientific Interest (SSSI): Operations Requiring Natural England Consent

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 and 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 of 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.



## Policy 2: Climate Change

Through nature-based solutions, Chichester Harbour National Landscape will be prepared for an increase in the frequencies of stormy weather conditions, rising sea levels, and warmer temperatures during the 21st Century.

### 2.1 Mitigation

To help mitigate the impacts of climate change by encouraging the uptake of renewable energy technologies and becoming more energy efficient.

### 2.2 Adaptation

To adapt to the impacts of climate change with decision-making focussed on long term benefits.

### 2.3 Sequestration

To sequester as much carbon as possible to be stored in the saltmarshes, seagrass beds, mudflats, soils, and the woods.

### 2.4 Societal Changes

To encourage lifestyle choices that will help address climate change, such as the use of low emission vehicles and vessels, reducing waste, reusing materials, recycling, using public transport and car sharing wherever possible, and promoting benefits of buying local produce, in terms of minimising food miles.

### 2.5 Green Finance

To seek and secure green finance for better environmental outcomes, including biodiversity net gain, carbon credits, private sector investment, and philanthropical donations.

### 2.6 Historic Environment

To record all new findings from the historic environment, revealed because of coastal erosion, so that Local Authorities can maintain accurate record keeping.





## The single biggest threat to the future of Chichester Harbour is climate change.

With sea level rise projected to be between 28cm and 1.6 metres by 2100, the interface between land and water will look very different in years to come.

Climate change refers to long-term shifts in temperatures and weather patterns. Such shifts can be natural, due to changes in the sun's activity or large volcanic eruptions. Since the 1800s, human activities have been the main driver of climate change, primarily due to the burning of fossil fuels like coal, oil and gas. The main greenhouse gases that are causing climate change include carbon dioxide and methane. Energy usage, industrial processes, transport, constructing and heating buildings, agriculture and land use, are among the main sectors causing greenhouse gases.

The effects of climate change will be diverse, from hotter, drier summers, with greater instances of droughts and wildfires, to warmer and wetter winters, with increased rainfall and storms, and more flood events. In the short term, inclement weather is likely to put pressure on the communities in and around Chichester Harbour. The changing seasons will also impact on food production, soil health, habitats, wetlands, air quality, wildlife, the advent of diseases, and the economy, with increased inequality across society between those who can afford to cope with the

changing environment, and those who cannot.

To avert the worst impacts of climate change, global temperature increase needs to be limited to 1.5°C above pre-industrial levels. Currently, the Earth is already about 1.1°C warmer than it was in the late 1800s, and emissions continue to rise. To keep global warming to no more than 1.5°C, as called for in the 2016 Paris Agreement, emissions need to be reduced by 45% by 2030 and reach net zero by 2050. Net zero means producing only a small amount of residual carbon emissions, which can be absorbed and durably stored by nature and other carbon dioxide removal measures, leaving zero in the atmosphere.

Transitioning to a net-zero world is one of the greatest challenges of modern society. It entails a complete transformation of how we produce, consume, and move about. The energy sector is the source of around three-quarters of greenhouse gas emissions today and holds the key to averting the worst effects of climate change. Replacing polluting coal, gas and oil-fired power with energy from renewable sources, such as wind or solar, would dramatically reduce carbon emissions. Transport is responsible for about 25% of societies greenhouse gas emissions. For that reason, people are more aware than ever about their carbon footprint. Although electric vehicle uptake is growing, the market for electric vessels is still emerging. The use of public transport, including buses and trains, cycling, and walking, are to be encouraged.





Climate change mitigation involves actions to reduce or prevent greenhouse gas emissions from human activities. Mitigation efforts include transitioning to renewable energy sources, becoming more energy efficient, adopting best practice agricultural practices, protecting and restoring critical ecosystems, and planting trees.

Climate change adaptation seeks to reduce the risks posed by climate change, from resilient infrastructure, to planting crop varieties which are more resistant to droughts, to better preparing for floods. As the impacts of climate change accelerate, including more extreme weather and sea level rise, it is increasingly urgent that communities adapt. For example, the adaptive management approach at East Head and West Wittering beach is a success story of strategic partnership working, with the focus on conserving the social, economic, and environmental value of the area, whilst allowing natural processes to take place.

Carbon sequestration is the process of removing carbon dioxide from the earth's atmosphere. The ecosystem services provided by saltmarshes, seagrass beds, and woodlands are to be safeguarded as they collectively act as carbon sinks, helping to mitigate and slowdown the rate of climate change.

Individuals can also make personal lifestyle choices to help address climate change. For example, reducing energy usage, utilising small-scale renewable

energy technologies, reducing waste, recycling wherever possible, planting native species, and clearing-up plastic pollution. Buying local food from local growers and producers, helps the local economy and cuts out the food miles associated with some other products. A whole or partly plant-based diet can also help to reduce the carbon emissions, since some red meats are associated with greenhouse gas emissions. Many consumers have already switched from using a petrol or diesel car to an electric vehicle.

As sea level rise exposes the coastline, erosion has the potential to reveal more about our past. Finds of worked flint suggest that Chichester Harbour was important through the Neolithic period and into the Bronze Age. By the Iron Age, it was important for salt working, and by AD43 served as a landing point for the Claudian arrival by the Romans. In later years, legend has it that King Canute ordered the tide to go back from Bosham, and the same village also features on the Bayeux Tapestry. Thorney Island Airfield opened in 1938, and there are many surviving features of the Second World War in Chichester Harbour, including pillboxes and gun emplacements. With such a rich history, it is necessary to be alert to coastal change. The eroding embankments are likely to expose new finds of historical importance.





## Policy 3: Coastal Communities

The coastal communities around Chichester Harbour are passionate about the National Landscape, for sailing and boating, for walking, and for its habitats and wildlife.

### 3.1 On the Water

To be a centre of excellence for sporting events on the water, including the annual Chichester Harbour Race Week, as organised by Chichester Harbour Federation. Other sporting events on the water throughout the spring and summer months are likewise to be regulated and compliant with the Ports and Marine Facilities Safety Code (PMSC).

### 3.2 Marine-Related Businesses

To protect sailing clubs, marinas, boatyards, and other marine-related businesses for their cultural heritage value. Plans that diversify waterside facilities to help meet modern standards, whilst retaining the overall maritime use, will seek to enhance the visitor experience.

### 3.3 Volunteers and Wardens

To work with the Friends of Chichester Harbour on a range of conservation, education and access projects, helping to raise their profile and thereby encourage new and wider membership.

### 3.4 Land Acquisitions

To assist Chichester Harbour Trust with new land acquisitions and in seeking opportunities for collaboration to secure land within the protected landscape in perpetuity for the benefit of nature conservation and local communities.

### 3.5 Land Managers

To build strong relationships with landowners, land managers, and farmers to implement landscape-scale conservation projects.

### 3.6 Local Communities

To support and work with the harbour parishes, residents' associations, and other similar groups, especially when their ambitions are aligned with the Management Plan.



## Chichester Harbour benefits from a strong pool of volunteers, from memberships of local clubs to parish councils, residents' associations, and individuals.

Founded by four sailing clubs in 1924, the Chichester Harbour Federation aims to promote sailing and boating in the harbour, co-ordinate race activities, and act as a collective voice for the marine community. Around 40 organisations are members of the Federation, representing harbour users and marine industries. The Federation runs Chichester Harbour Race Week, one of the most popular dinghy regatta weeks in the summer. Members of the Federation provide advice to the Conservancy Board on the rules and regulations of continuing to operate a safe harbour, changes in harbour dues and mooring fees, and any other matters of strategic importance to Chichester Harbour.

Established in 1987, the Friends of Chichester Harbour is a charity with around 2,000 members. They fund conservation, access and education projects, as well as providing grants to other local good causes. Their volunteers also help with Conservation Work Parties and with various events and activities around Chichester Harbour National Landscape. The Friends of Chichester Harbour have prioritised nature recovery as their main ambition for the coming years and are pivotal with positive community engagement.



The Friends of Chichester Harbour supported the refurbishment of Chichester Harbour Education Centre and the ongoing annual outreach work by the Education Service, which is beneficial for local schools and communities. They also sponsor Tern TV, the live web feed for the tern rafts on Thorney Island. Tern TV streams footage during the spring. 2024 was a successful season for the common terns in Chichester Harbour, with between 39 and 48 chicks fledging from the tern rafts. This was good news after the devastation avian flu caused to the colony in 2023 and underlined just how important nature recovery and habitat creation projects are in providing better resilience for wildlife.

[www.conservancy.co.uk/chichester-harbour/wildlife/tern-tv/](http://www.conservancy.co.uk/chichester-harbour/wildlife/tern-tv/)



Chichester Harbour Trust was formed in 2002 in recognition that the most effective way to protect the landscape is to have direct control of the land, either through purchases or long leases. The Trust was established as an independent registered charity with the objective of acquiring sites within Chichester Harbour National Landscape and its surrounding areas for the purpose of conserving, protecting, and improving the natural beauty and wildlife of the region for public benefit. The Trust now holds 15 sites covering 375 acres (152 hectares) in its care. The Trust will have an increasingly key role in years to come, in terms of assisting Chichester Harbour Conservancy with the nature recovery ambitions across the National Landscape.

The land within the estuary and catchment of Chichester Harbour is almost exclusively in private ownership. This means that if the state of nature is to improve, it will require the active support and participation of the landowners, land managers, and the farming community. A business-as-usual approach will not bring about the change that is needed. Instead, landscape-scale nature recovery projects will reap the greatest dividends. There is an urgent requirement for a renewed sense of co-operation, with greater levels of ambition, if the Vision to 2050 is to be reached.

Marinas and other marine businesses provide employment and enable people to access the waters of this National Landscape. Over time the boat building industry has changed as a response to market demands, and current indications are signalling a growth in paddle sports. The sailing clubs, which have been present for generations, provide space for members to interact as a community, as well as a base from which juniors can learn to sail. Other marine-related businesses include angling, fishing, oyster harvesting, and dredging.

There are over a dozen neighbourhood communities around the harbour. In West Sussex, these include the parish councils of West Wittering, West Itchenor, Birdham, Fishbourne, Bosham, Chidham & Hambrook and Southbourne.



Whilst not constituted as a parish council, the village of Apuldram has a parish meeting. In Hampshire, there are the residents' associations of Emsworth, Warblington & 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 dedicated site groups, like the Maybush Copse Friends and the Friends of Nore Barn Woods. Coastal communities have a huge and shared responsibility to collectively ensure the state of Chichester Harbour improves for the benefit of future generations.





## Policy 4: Access for All

Chichester Harbour is an inspirational National Landscape that promotes the nation's health and wellbeing.

### 4.1 Health and Wellbeing

To promote Chichester Harbour as an enjoyable place, where people can benefit from the mental and physical wellbeing opportunities afforded by spending time in a National Landscape.

### 4.2 Safe Harbour

To operate a safe harbour that complies with the Ports and Marine Facilities Safety Code, in the spirit of continual improvement and the pursuit of best practice. The moratorium on new moorings will be maintained.

### 4.3 Education and Workshops

To engage and inspire people of all ages with educational opportunities at Chichester Harbour National Landscape, with a focus on schools and academic institutions throughout Hampshire and West Sussex. Ad-hoc workshops and specialist training sessions will help reach specific audiences.

### 4.4 Public Rights of Way

To maintain the King Charles III England Coast Path and the wider Public Rights of Way network, with clear directional signage, interpretation panels, and benches.

### 4.5 Scenic Cycle Routes

To encourage cycling around the National Landscape, with continued support for the Salterns Way cycle route between the City of Chichester and West Wittering.

### 4.6 Sustainable Tourism

To embed sustainable tourism so that all visitors make a positive contribution to the National Landscape. New visitor giving schemes will help fund nature recovery projects.



## Chichester Harbour was designated as a National Landscape for the nation to enjoy.

It is the largest natural estuary in southeast England. Opportunities to improve and promote access and engagement with Chichester Harbour National Landscape are to be pursued. Physical and perceived barriers to access are to be minimised or eliminated.

Chichester Harbour National Landscape is the ideal place for those seeking the health and wellbeing benefits that the great outdoors offers. For sailors and boaters, when not appreciating the gentle relaxation experienced on the water, controlling the vessel can require muscle strength, a cardiovascular workout, high levels of communication, and spatial awareness. Paddle sports and rowing are good for torso and leg strength. Meanwhile, walking, jogging, running and cycling are all ways to improve stamina levels.

Chichester Harbour is an Open Port, which means that anyone, with reasonable care, can choose to navigate in it and may do so without danger to their lives or property. With 17 miles of channels and 11.5 square miles of open water, Chichester Harbour is Europe's largest recreational boating harbour. There are 2,000 marina berths, 3,200 swinging moorings, 10,500 vessels, and 14 sailing clubs. Chichester Harbour Conservancy is the Statutory Harbour Authority and is compliant with the Ports and Marine Facilities Safety Code.

The educational value of Chichester Harbour is significant, because the National Landscape features a diversity of habitats, coastal processes, communities that live on the edge of the estuary, and a variety of businesses. Chichester Harbour Conservancy established its Education Centre in 1999, and since then over 200,000 children from across Hampshire and West Sussex have used the facility as a base from which to explore the natural and cultural environment. Junior Conservancy is about citizenship. The sessions give children the chance to discuss and debate real life issues, including a session in a Council's Chamber, which serves as an introduction to governance and politics.

The King Charles III England Coast Path affords spectacular views across the estuary. In total, there are 63 miles of footpaths within Chichester Harbour National Landscape. The Solent Way is one of the most picturesque walks in Hampshire and it runs from Milford-on-Sea to Emsworth.

In West Sussex, the Salterns Way is dedicated cycling route of 7.5 miles, providing a mostly off-road link between the City of Chichester and West Wittering. After 20 years of operation, the Salterns Way is a popular route for residents and visitors, with some sections also wheelchair accessible.

Over 1.8 million people visit Chichester Harbour every year. It is therefore more important than ever that sustainable tourism becomes a way of life at Chichester Harbour. Sustainable tourism makes a positive impact to the local economy, to local communities, and to the environment. Visitor payback schemes are to be established during this Management Plan to support nature recovery; for example, if each visitor gave £1 per year for local nature recovery projects, the condition of the Site of Special Scientific Interest (SSSI) would be improved sooner rather than later.







## Policy 5: Landscape Management

The National Landscape of Chichester Harbour will be conserved and enhanced in-perpetuity.

### 5.1 National Landscape

To conserve, enhance, and raise awareness of Chichester Harbour National Landscape, with decision-making at all levels furthering the purpose of the designation.

### 5.2 Peace and Tranquillity

To maintain the sense of peace and tranquillity, for the benefit of wildlife and all those that seek the rest and relaxation offered by the stunning environment of this natural estuary. Tranquillity includes measures to protect the dark skies from light pollution.

### 5.3 Connected Landscapes

To create bigger, better, and more joined-up landscape-scale habitats, complemented by nature-rich Strategic Wildlife Corridors extending beyond the National Landscape boundary.

### 5.4 Best Practice Farming

To embrace best practice farming throughout the catchment, with Grade 1 and Grade 2 agricultural land remaining in cultivation. A nutrient management scheme will be explored throughout the catchment to see if it could help to improve water quality.

### 5.5 Minor Developments

To manage minor developments so that they are consistent with the special qualities of the National Landscape. High quality designs are to be encouraged that recognise and understand the value of this protected landscape. Developers are to embrace the use of green infrastructure.

### 5.6 Major Developments

To ensure that all major developments and Nationally Significant Infrastructure Projects (NSIPs) do not detrimentally impact the character and setting of Chichester Harbour National Landscape.



## The landscape of Chichester Harbour is afforded the highest level of protection in UK law.

Great weight is to be given to its protection, and it is for this reason that all National Landscape Management Plans are material planning considerations. When exercising or performing any function in relation to, or so as to affect, land in the National Landscape, local authorities and other relevant authorities must seek to further the purpose of conserving and enhancing the natural beauty of the National Landscape.

Whilst the conservation of nature is not an explicit purpose of the National Landscape designation, it is a function of the Chichester Harbour Conservancy Act of 1971. Therefore, unlike most other National Landscapes, there is a statutory remit at Chichester Harbour to support both landscape and wildlife with its management.

Everything within the boundary of the National Landscape, the harbour and the land around it, as it was defined in 1964, is of equal national importance, regardless of location, views, and interpretations of natural beauty. The setting and character are to be recognised as serving as a 'buffer zone' which will help to protect Chichester Harbour National Landscape in years to come. The incremental urbanisation of the buffer zone is to be minimised.

The second function of the Chichester Harbour Conservancy Act of 1971 also cites the importance of leisure and recreation. As a society, it is recognised that people need access to peaceful and tranquil spaces.

There are mental health benefits that a stress-free natural environment brings. Spending time outdoors reduces the likelihood of physical health problems, such as high blood pressure, heart disease, and other similar issues. The availability of tranquil spaces is important, both away from noise and the built form.

Protecting our dark skies, whilst essential for astronomy, also supports nocturnal animals and helps humans with their sleeping patterns. Light pollution is an issue at Chichester Harbour. In 2016, the Campaign to Protect Rural England (CPRE) recorded that Chichester Harbour National Landscape had the third highest level of light pollution across all of England's 34 National Landscapes. Strict planning controls around illuminated commercial (poorly shielded) greenhouses, downward facing street and security lights, and sensitive domestic glazing designs, will all help to reduce light pollution and thereby improve the dark skies over Chichester Harbour.





## Understanding Green Infrastructure

Green infrastructure refers to a network of natural and semi-natural areas designed to provide multiple benefits, including environmental protection, improved quality of life, and economic opportunities. It encompasses a wide range of elements like parks, woodlands, green roofs, and even water bodies, playing a crucial role in urban and rural areas alike.

- Community green spaces and gardens provide recreational opportunities and contribute to urban greening.
- Woodlands offer habitats for wildlife and can help manage water flow and air quality.
- Green roofs and walls reduce the urban heat island effect and can be used for rainwater harvesting.
- Sustainable drainage systems (SuDS) help to manage stormwater runoff, reducing the risk of flooding.
- Allotments provide spaces for community gardening and promote sustainable food production.
- Rivers, streams, and wetlands are important habitats for wildlife and can contribute to flood management and water quality.

The benefits of green infrastructure include improved air and water quality, climate change mitigation and adaptation, biodiversity conservation, increased access to green spaces for recreation, improved mental and physical health, enhanced community cohesion, green jobs, sustainable tourism, and overall, it is an approach to sustainable development.





Small-scale conservation projects can help wildlife to thrive in localised habitats. Larger, landscape-scale projects can offer the same conservation benefits but to a much greater extent and should therefore be prioritised. For instance, there will be opportunities to enhance the Strategic Wildlife Corridors that will connect Chichester Harbour National Landscape with the South Downs National Park.

The emerging Chichester Local Plan identifies key commuting routes for bats, which are recognised in the Strategic Wildlife Corridors: Hermitage to Westbourne, Chidham to East Nutbourne, Broadbridge to East Ashling, and Fishbourne to West of Chichester. Furthermore, the northeast corner of Chichester Harbour National Landscape overlaps with the 12km Wider Conservation Area for the Sussex Bats Special Area of Conservation. With increasing development pressure, it is important that the habitats and foraging grounds for bats are connected and protected.

Classed as 'Excellent', the Grade 1 agricultural land around Chichester Harbour yields consistently high crops with few limitations to its use. The Grade 2 agricultural land, which is 'Very Good', is also high yielding, but generally has minor limitations to its use. Grades 1 and 2 land are to be kept for cultivation as they will be required for future food production.

Best practice farming refers to any form of farming that at the same time improves the environment. All the farms within the catchment of Langstone, Chichester, and Pagham Harbours are to be encouraged to embrace farming that will reap long-term environmental benefits. There is an established link between the quantity of fertiliser used in the catchment and high levels of nitrates in the groundwater and from run-off, which directly contributes to the current excessive opportunistic levels of macro-algal weed in the harbours. Furthermore, and even with reduced use of fertiliser, the impact yield would likely be similar as the land is already highly fertile. And with the rising price of fertiliser, the case for reduced use makes financial sense too. The introduction

of a new nutrient management scheme would have the potential to save money and improve the natural environment.

Around 330 planning applications are determined in and around Chichester Harbour National Landscape every year. Most are minor developments, for domestic and business changes, with a trend at harbourside locations to demolish and rebuild dwellings, often with a greater footprint and silhouette than was previously present. Collectively, this approach is gradually urbanising the frontage.

In recent years, several major developments have been permitted close to the boundary of the National Landscape, in Southbourne, Chidham and Hambrook, Bosham, and Birdham. The new dwellings will cumulatively serve to urbanise the setting of Chichester Harbour, permanently changing the landscape, with increased visitor numbers on the coast, and putting further pressure on the wastewater treatment works. Any major developments proposed during this Management Plan must effectively mitigate the impact on Chichester Harbour National Landscape.

There will need to be sufficient capacity at the wastewater treatment works for all development proposals that require a connection. The low lying landscape must also be protected, with long distance views valued and high quality screening plans implemented.

A Nationally Significant Infrastructure Project (NSIP) is a major infrastructure development that bypasses normal local planning requirements. These include proposals for power plants, large renewable energy projects, airports, and major road and rail projects. The Rampion 2 offshore windfarm development, which will be visible from Hayling Island, is an example of a local NSIP. The A27 Chichester Bypass proposals, as of the plans in 2016, could also be considered as an NSIP. Any NSIPs proposed during this Management Plan must effectively mitigate the impact on Chichester Harbour National Landscape.





Department  
for Environment  
Food & Rural Affairs



## Section 5 Outcomes and Targets Framework

To support protected landscapes in meeting their huge potential for nature, climate, people and place, the Department for Environment, Food, and Rural Affairs (Defra) have established ambitious targets for National Landscapes and Parks. These targets will promote the actions that are most needed to achieve positive changes.

**1: Thriving plants and wildlife**

**2: Mitigating and adapting to climate change**

**3: Enhancing beauty, heritage and  
engagement with the natural environment**

To work towards these outcomes Defra have identified the targets that they expect protected landscapes bodies and other relevant authorities and partners to prioritise and focus on.



## Thriving Plants and Wildlife Targets

Protected landscape bodies have significant environmental potential, containing almost half of England's priority habitats. They also contain over half of our most precious sites for biodiversity, land designated as Sites of Special Scientific Interest (SSSIs). To ensure these habitats are reaching their full potential for nature recovery, Defra have set targets to motivate more activity on the components needed to ensure wildlife can thrive.

The protection, restoration, creation, and management of priority habitats will increase species abundance. It will help turn the tide on extinction risk and support our international commitment to protect 30% of land by 2030 (30 by 30). The adoption of nature friendly farming practices will help stop biodiversity loss and increase species abundance alongside sustainable food production.

Protected landscape bodies and partners should seek to increase the amount of land in favourable management by meeting the targets and other available means. This will maximise the contribution that Protected Landscapes can make towards the national targets for nature recovery.



### Target 1

Restore or create more than 250,000 hectares of a range of wildlife-rich habitats within protected landscapes, outside protected sites by 2042 (from a 2022 baseline).



### Target 2

Bring 80% of SSSIs within protected landscapes into favourable condition by 2042.



### Target 3

For 60% of SSSIs within protected landscapes assessed as having 'actions on track' to achieve favourable condition by 31st January 2028.



### Target 4

Continuing favourable management of all existing priority habitat already in favourable condition outside of SSSIs (from a 2022 baseline) and increasing to include all newly restored or created habitat through agri-environment schemes by 2042.



### Target 5

Ensuring at least 65% to 80% of land managers adopt nature friendly farming on at least 10% to 15% of their land by 2030.





## Mitigating and Adapting to Climate Change Targets

Protected landscapes contain some of our most important carbon stores, including significant tracts of peat, woodland and hedgerows providing important carbon sinks for achieving net zero. To ensure we are maximising the opportunities for climate mitigation within our protected landscapes, Defra have set targets for restoring peat and increasing tree planting. Restoration and ongoing management of these habitats is essential for sequestering and storing carbon into the future, and therefore reducing net greenhouse gas emissions. They can also provide natural flood management and other benefits for farmers and local communities.

Protected landscapes are leading action to achieve net zero at a landscape level, working with residents, businesses and communities, aiming to reduce emissions and deliver nature-based solutions. Defra have set a target to support them in this ambition and strengthen their important contribution to our world leading target to achieve net zero by 2050.

Tree planting and peat restoration at scale will support new skills and green jobs, attract private investment and help grow the rural economy.

For the long-term protection of our iconic landscapes, action is needed to increase their resilience and that of the communities within them. We must mitigate climate risks through nature-based solutions and adapt to the unavoidable impacts, planning for a changing future.



### Target 6

Reduce net greenhouse gas emissions in protected landscapes to net zero by 2050 relative to 1990 levels.



### Target 7

Restore approximately 130,000 hectares of peat in protected landscapes by 2050.



### Target 8

Increase tree canopy and woodland cover (combined) by 3% of total land area in protected landscapes by 2050 (from 2022 baseline).



## Enhancing Beauty, Heritage and Engagement with the Natural Environment Targets

National Landscapes are designated for their natural beauty and provide a range of health and wellbeing benefits and educational opportunities. These benefits are not currently being enjoyed equally by all parts of society. National Landscapes have a distinctive sense of place and represent our shared heritage and national identity. These special qualities must be protected for everyone to enjoy. National Landscapes must lead efforts to increase responsible access and engagement with nature.

To ensure that more people have opportunities to enjoy and learn from these special places, Defra have set targets to improve accessibility for all. National Landscapes are leading the way to promote accessibility to the natural environment. They are using a range of tools such as engaging schools, providing disabled facilities and improving trails and waymarking. Targets will also conserve the important sense of place that these landscapes bring to our country and communities.

The government wants to boost visitor numbers in a safe and manageable way for local areas, allowing people, communities and businesses to reap the benefits of tourism, growing the rural economy, whilst preserving heritage and natural assets.



### Target 9

Improve and promote accessibility to and engagement with protected landscapes for all using existing metrics in our Access for All programme.



### Target 10

Decrease the number of nationally designated heritage assets at risk in protected landscapes.

## National Targets for Chichester Harbour National Landscape



### Target 1

Restore or create more than 66.6 hectares of a range of wildlife-rich habitats Chichester Harbour National Landscape, outside protected sites, by 2042 (from a 2022 baseline).

Indicative sites to help reach this target:

- Thorney Island, Project Marker, 31 hectares
- West Chidham, 25.6 hectares
- West Itchenor, Horse Pond, 5 hectares
- Fishbourne Footpath to Nature Recovery, 5 hectares



### Target 8

Increase tree canopy cover at a rate of a minimum of 1 hectare per year. This equates to planting at least 1,000 trees or hedgerow trees, per year, until 2050. This includes trees planted by volunteers and those planted by private land managers if they are within the National Landscape boundary.





## Section 6 Locally Designated Sites



**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 light pollution, provide excellent sightlines of the sky and have good public access, including firm ground for wheelchair access. See Map O, page 66.

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 from development. See Map E, page 56.

Local Nature Reserve	Local Planning Authority
Eames Farm, Thorney Island	Chichester
Pilsey Island, Thorney Island	Chichester
Nutbourne Marshes, Nutbourne	Chichester
Gutner Point, Hayling Island	Havant
Sandy Point, Hayling Island	Havant





In Hampshire, Sites of Importance for Nature Conservation (SINCs) are managed for their wildlife interest. In West Sussex, they are called Local Wildlife Sites. See Map E, page 56.

### Hampshire SINCs

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

### West Sussex Local Wildlife Sites

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

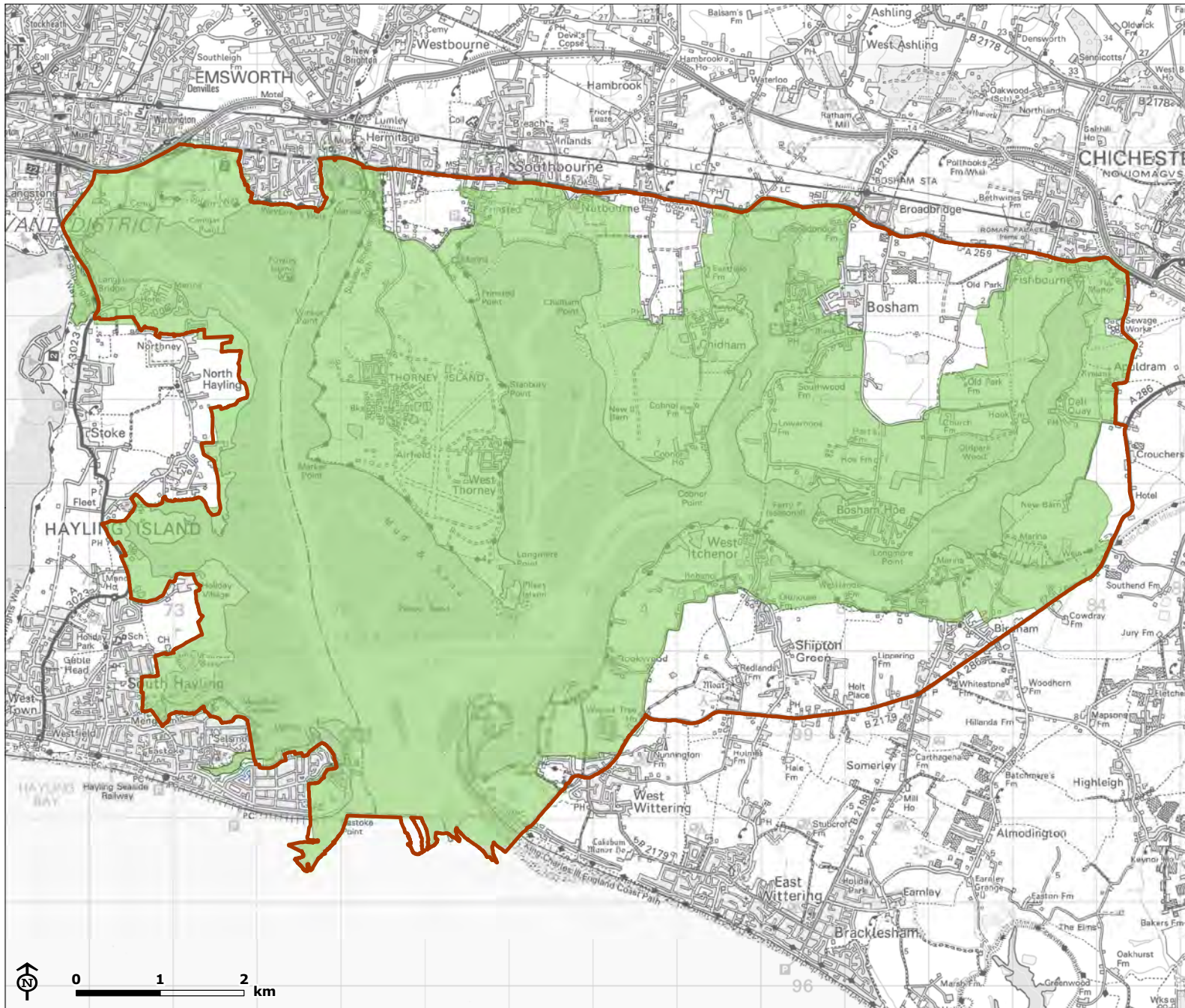







## Section 7 Maps






## Map A

### Amenity Area

 Chichester Harbour  
National Landscape

 Amenity Area,  
showing the  
jurisdiction of  
Chichester Harbour  
Conservancy, as  
defined in the 1971  
Act

Source: Chichester Harbour  
Conservancy


Map Scale @ A4:  
1:65,000

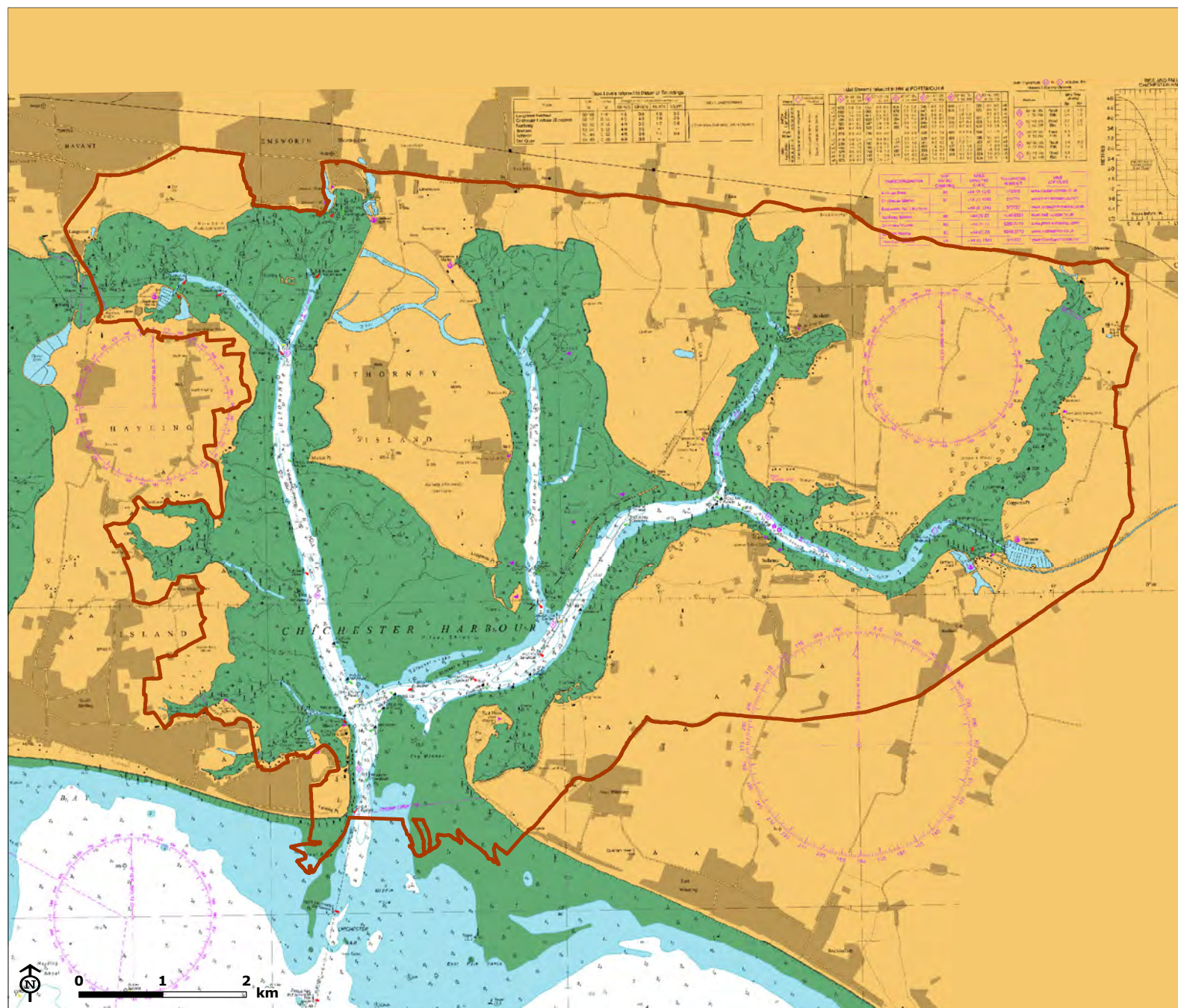




## Map B

### Navigational Channels

 Chichester Harbour  
National Landscape

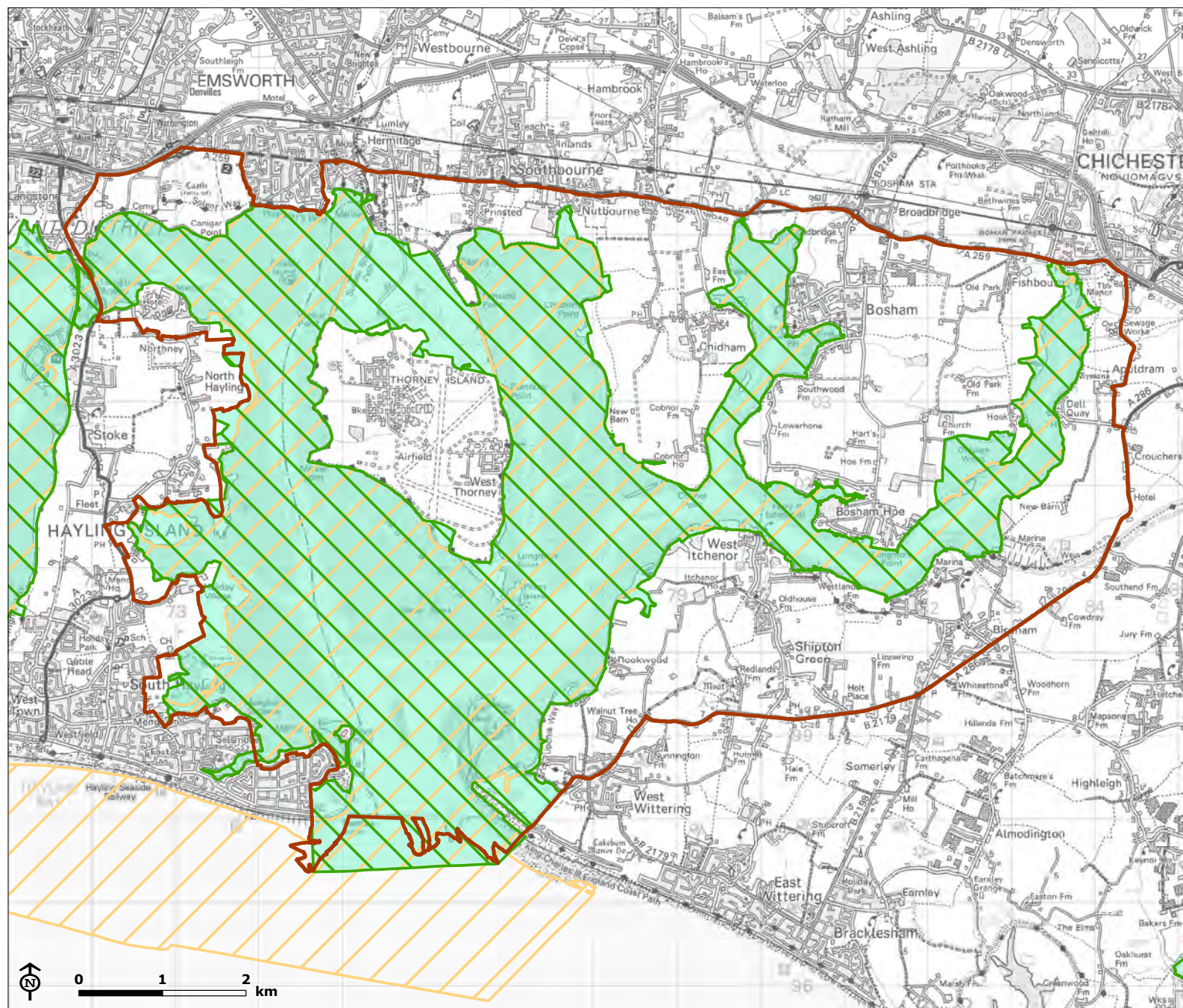


Source: Chichester  
Harbour Conservancy

**Map Scale @ A4:**  
**1:65,000**







Map C

**Special Protection Area, Special Area of Conservation, and Ramsar Site**

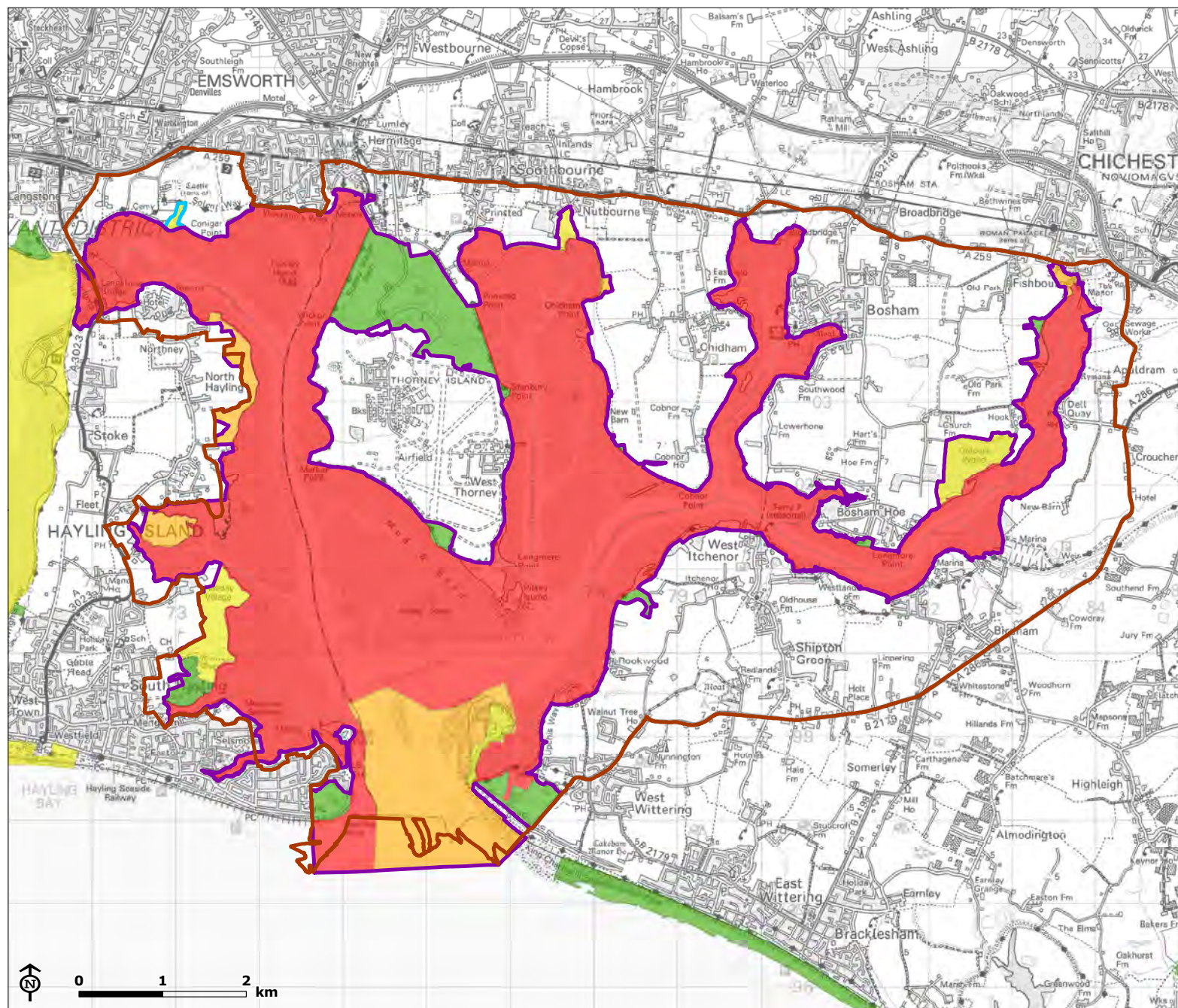
- Chichester Harbour National Landscape
- Special Area of Conservation
- Special Protection Area
- Ramsar

Source: Natural England

**Map Scale @ A4:**  
**1:65,000**







## Map D

### Site of Special Scientific Interest

Chichester Harbour National Landscape

#### SSSI name

Chichester  
Warblington

#### SSSI

Favourable  
Unfavourable recovering  
Unfavourable no change  
Unfavourable declining

Favourable, 253 hectares (7%)

Unfavourable Recovering, 116 hectares (3%)

Unfavourable No Change, 362 hectares (10%)

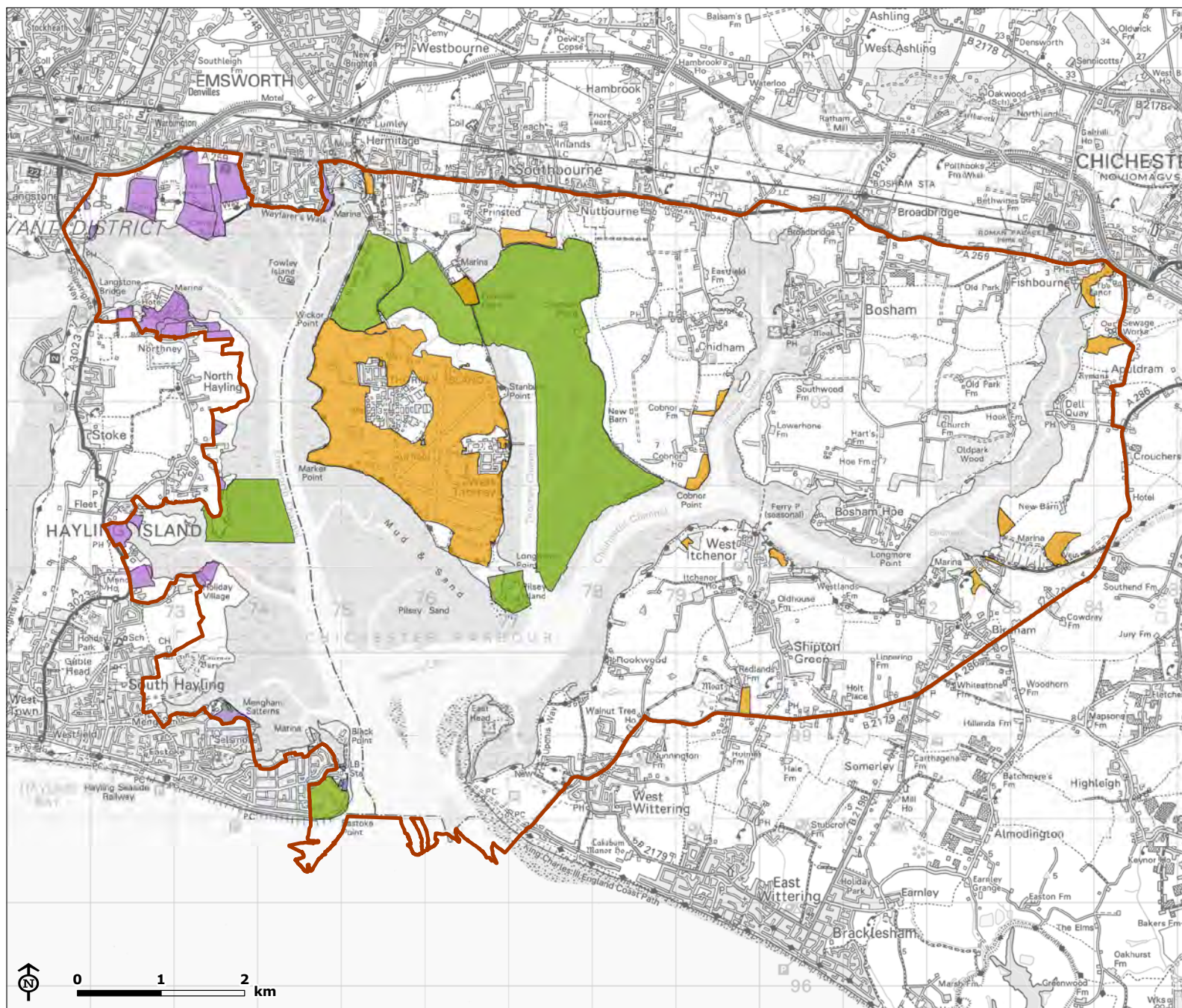
Unfavourable Declining, 3,003 hectares (80%)

Source: Chichester Harbour Conservancy, Natural England

Map Scale @ A4:  
1:65,000







## Map E

### 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



**Havant**  
BOROUGH COUNCIL





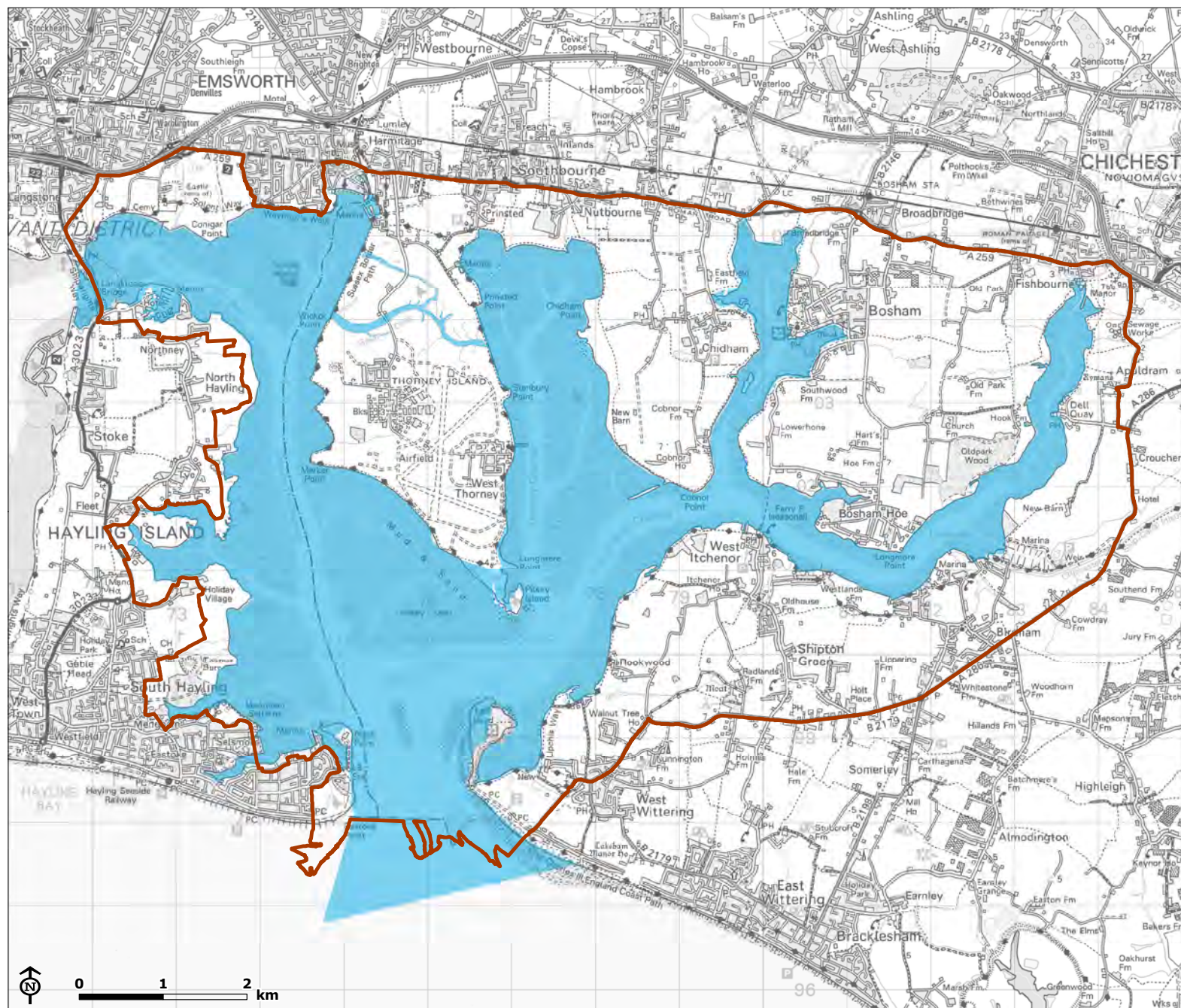
Chichester Harbour National Landscape



## Map F

### Bass Nursery Area

-  Chichester Harbour National Landscape
-  Bass Nursery Area

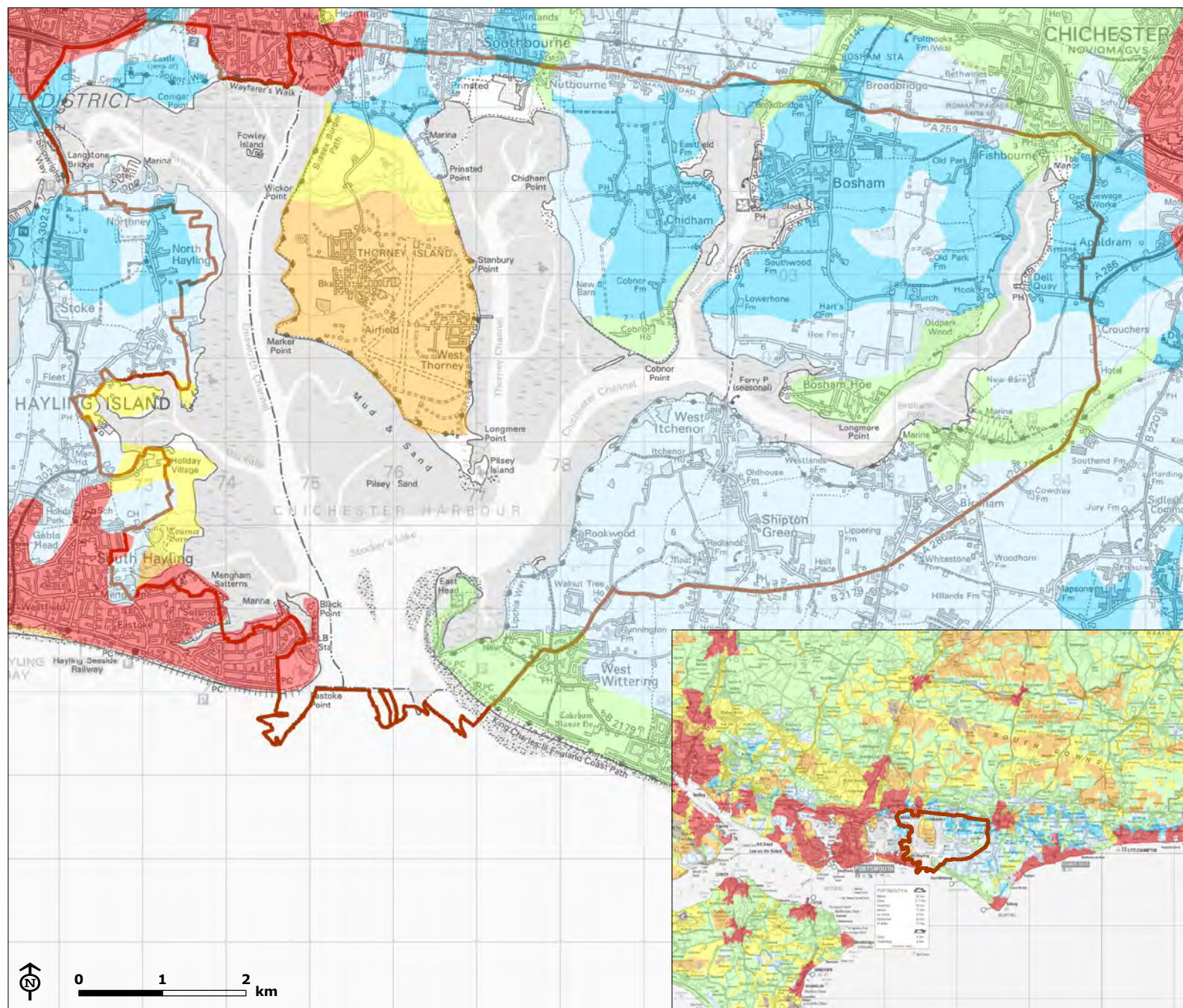


Source: Association of Inshore Fisheries and Conservation Authorities

Map Scale @ A4:  
1:65,000









## Map H

### 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

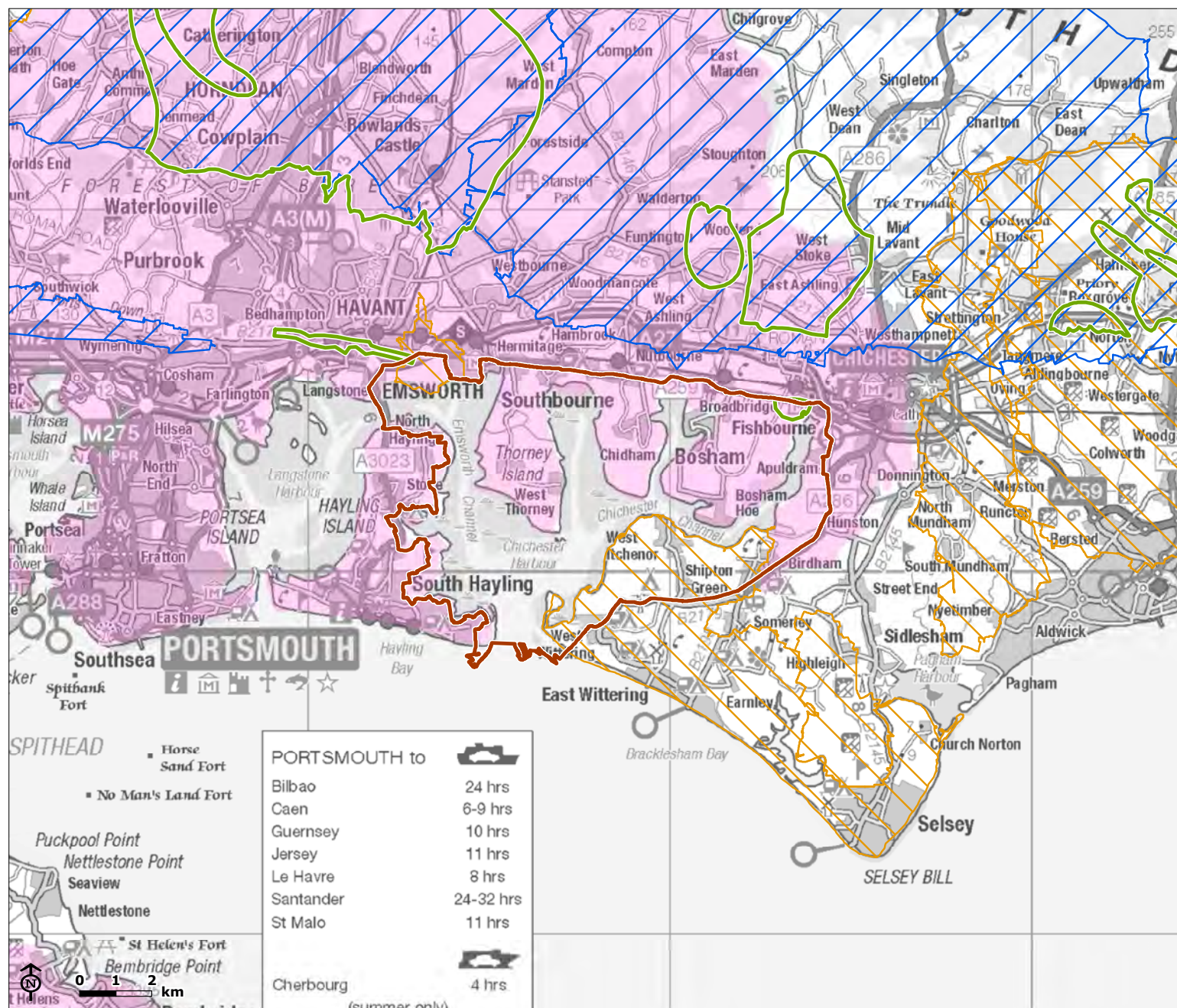
Source: DEFRA, Natural England

Map Scale @ A4:  
1:150,000

 Department for Environment Food & Rural Affairs

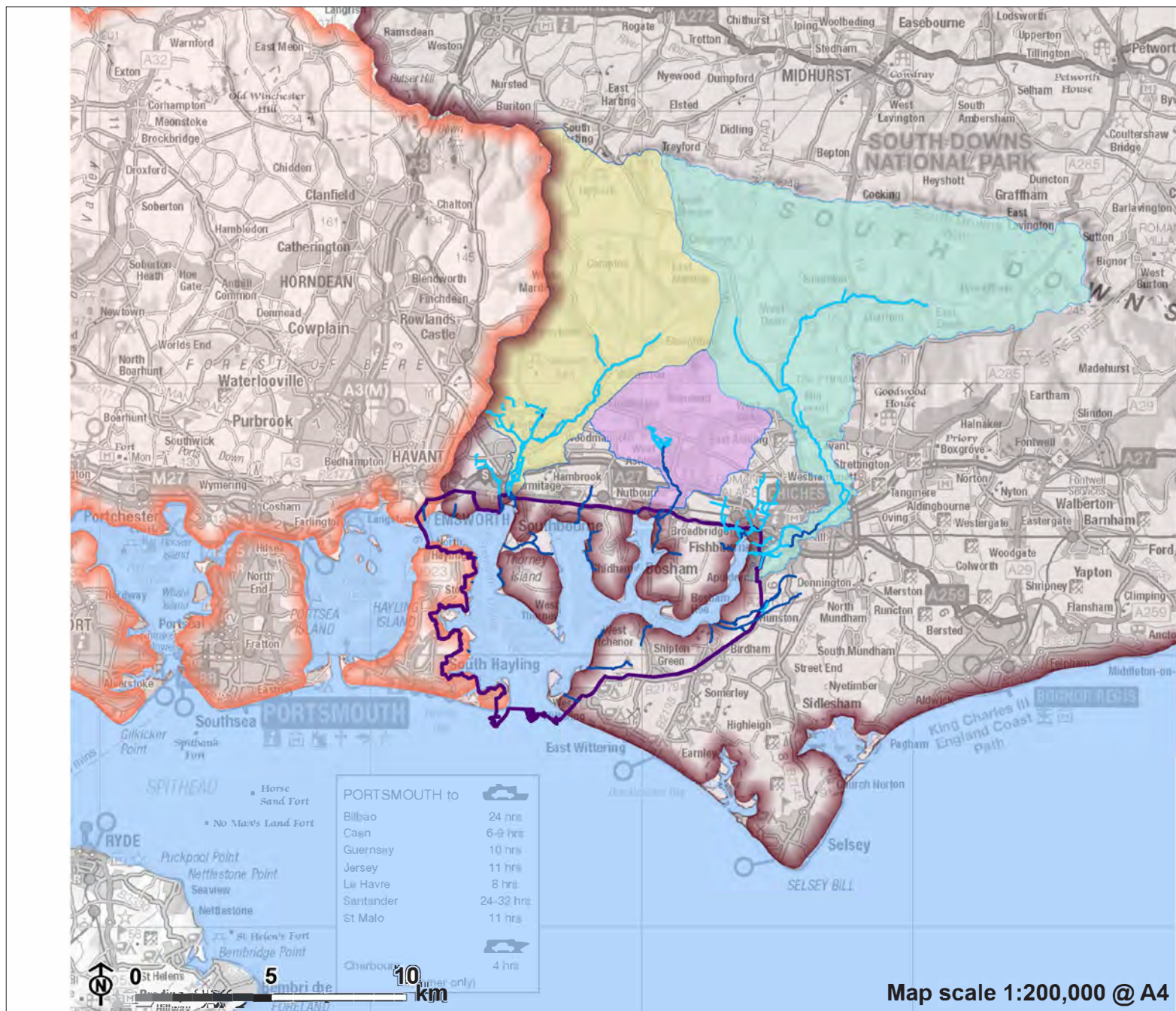


Chichester Harbour National Landscape



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Ordnance Survey 0100031673





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## Map J

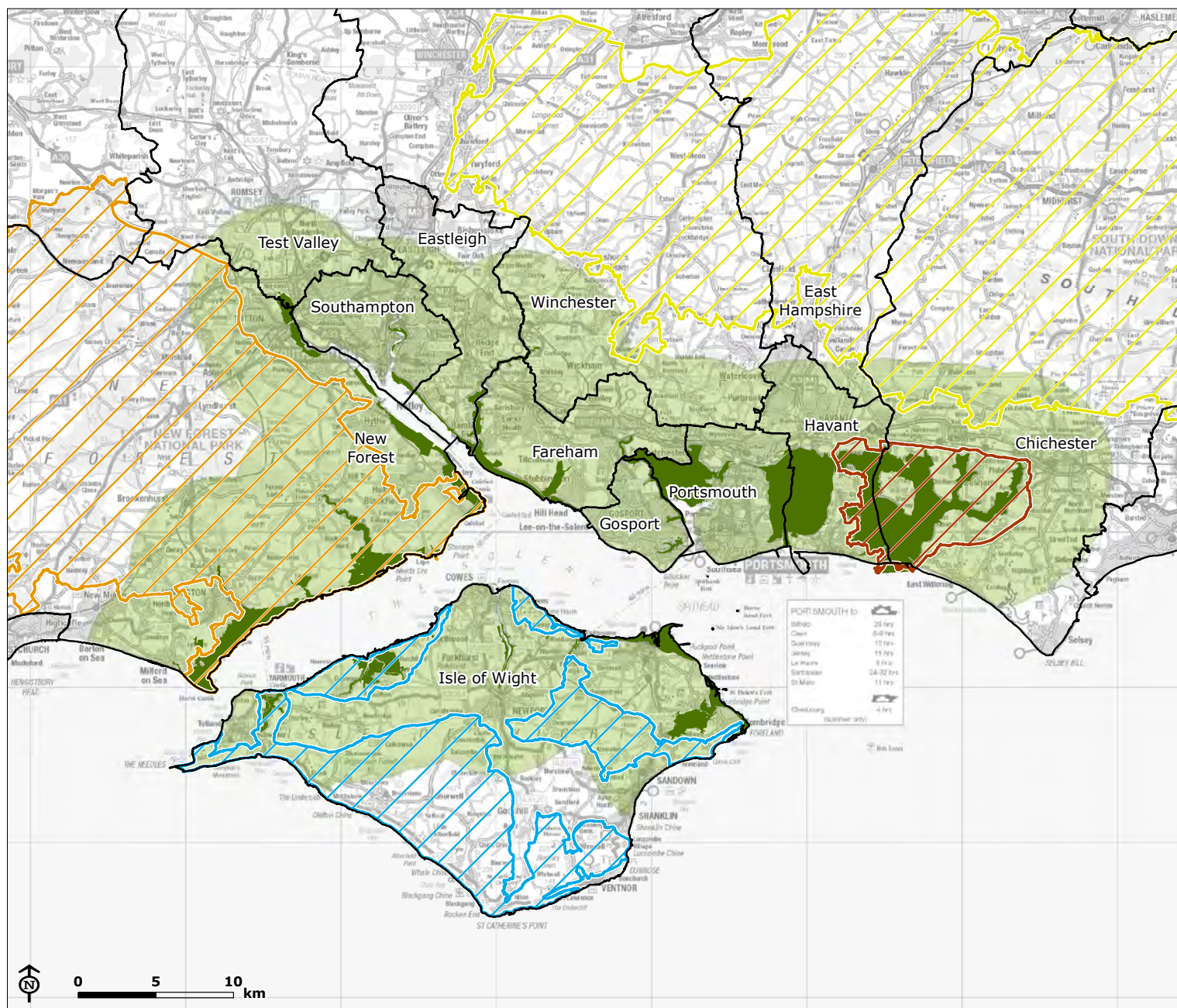
### Bird Aware Solent

-  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

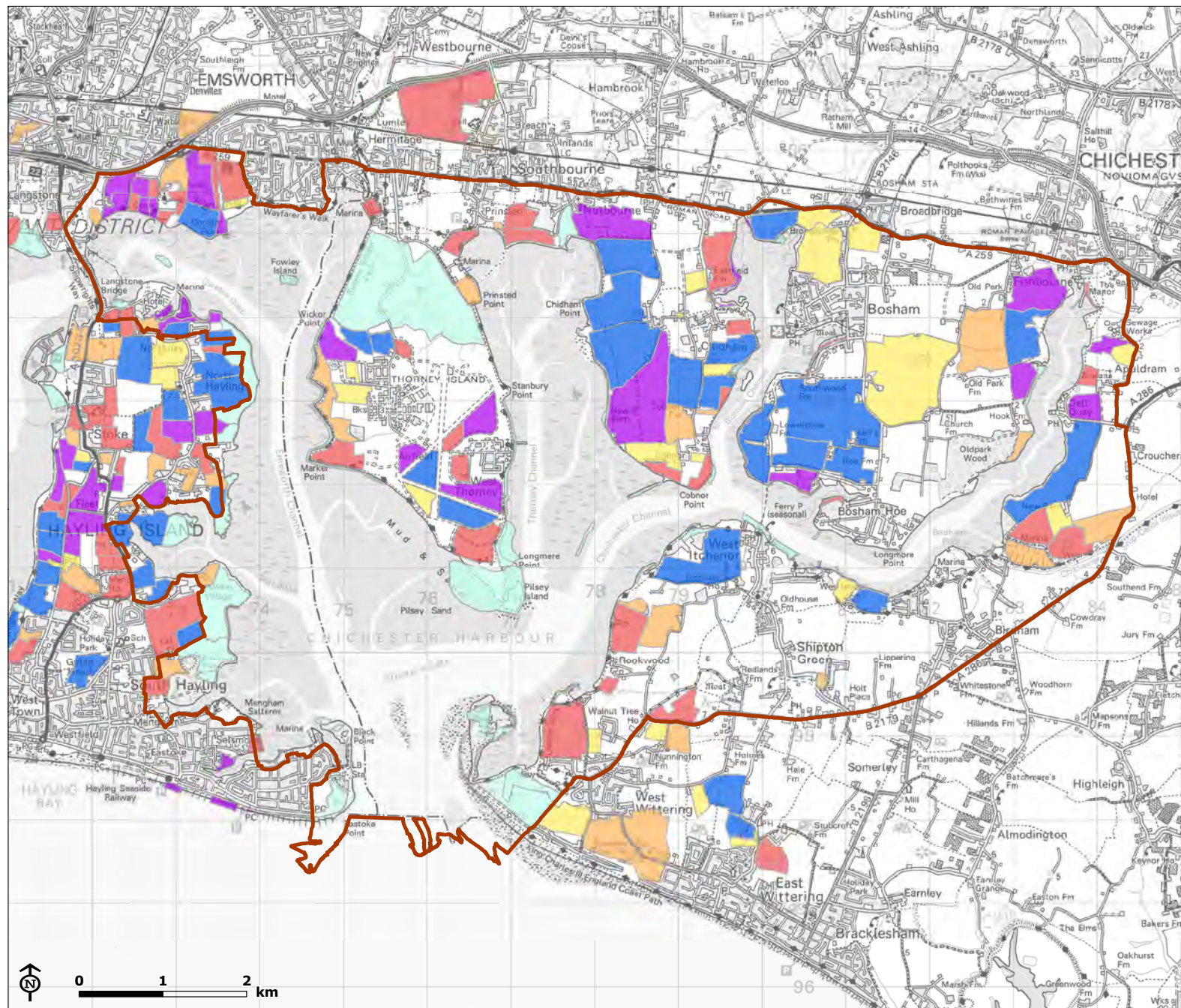
The developers of all new dwellings built within 5.6 kilometres of the Special Protection Area must pay a levy to Bird Aware Solent to offset recreational disturbance.

Source: Bird Aware Solent, Natural England

**Map Scale @ A4:**  
**1:350,000**







## Map K

### 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



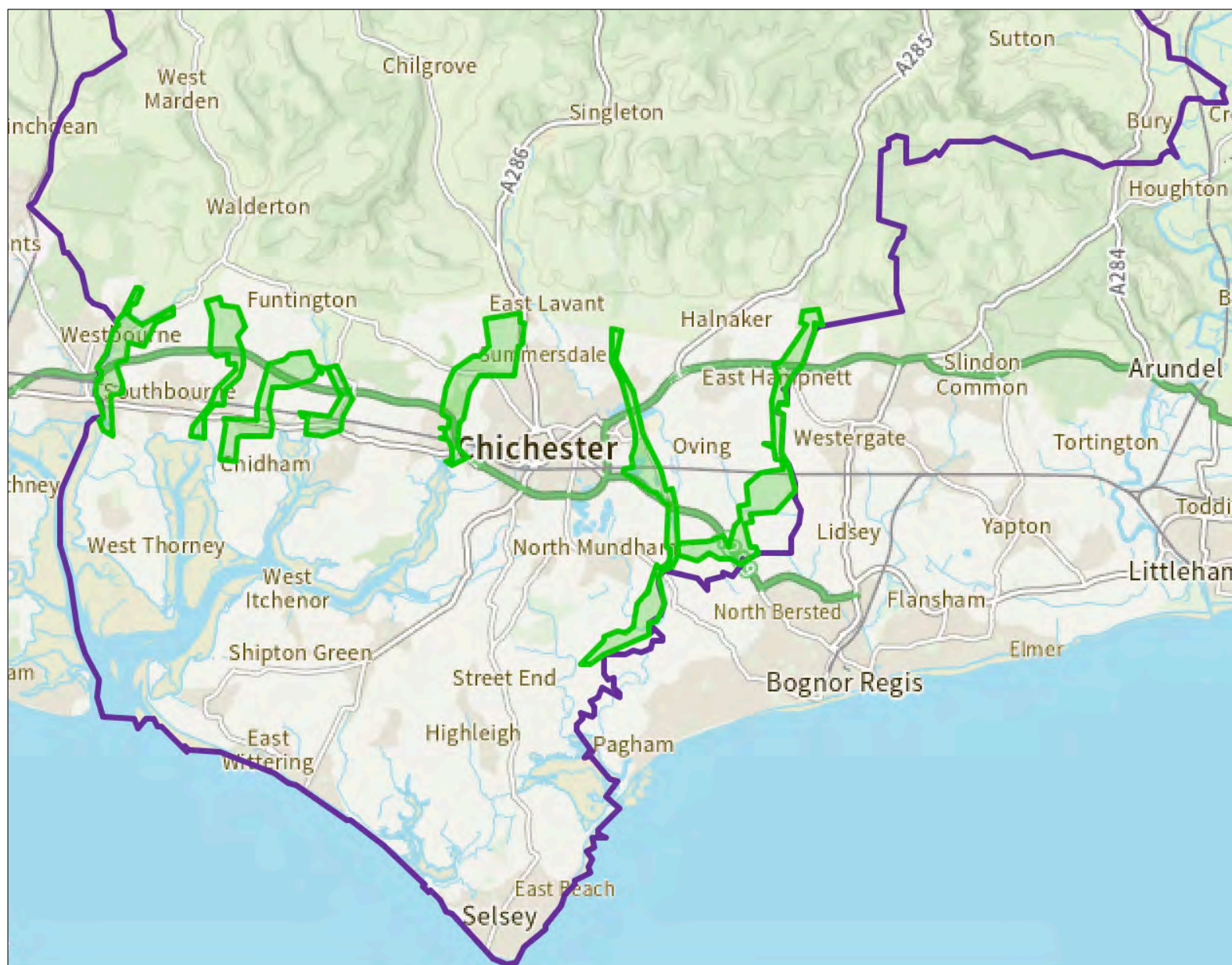


## Map L

### Strategic Wildlife Corridors

 Strategic Wildlife Corridors

The Strategic Wildlife Corridors are proposed and will not become definitive until the Chichester Local Plan is adopted.







## Map M

### King Charles III England Coast Path

- National Trail
- Alternative Route
- A road
- B road
- Minor road
- Railway & station
- County Boundary
- Salterns Way
- Cycle Route

0 0.5 1 Kilometres  
0 0.5 1 Miles

The **King Charles III England Coast Path** is a National Trail. Some sections of the route are inaccessible at high tide, and the link between West Itchenor and Bosham Hoe uses the ferry. Whenever the main Path is inaccessible, shown in orange, the Alternative Route, shown in yellow, is there to ensure continuity for walkers enjoying the Chichester Harbour National Landscape stretch.


Map Scale @ A4:  
1:65,000



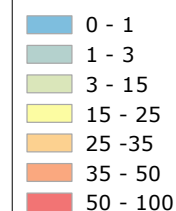


## Map N

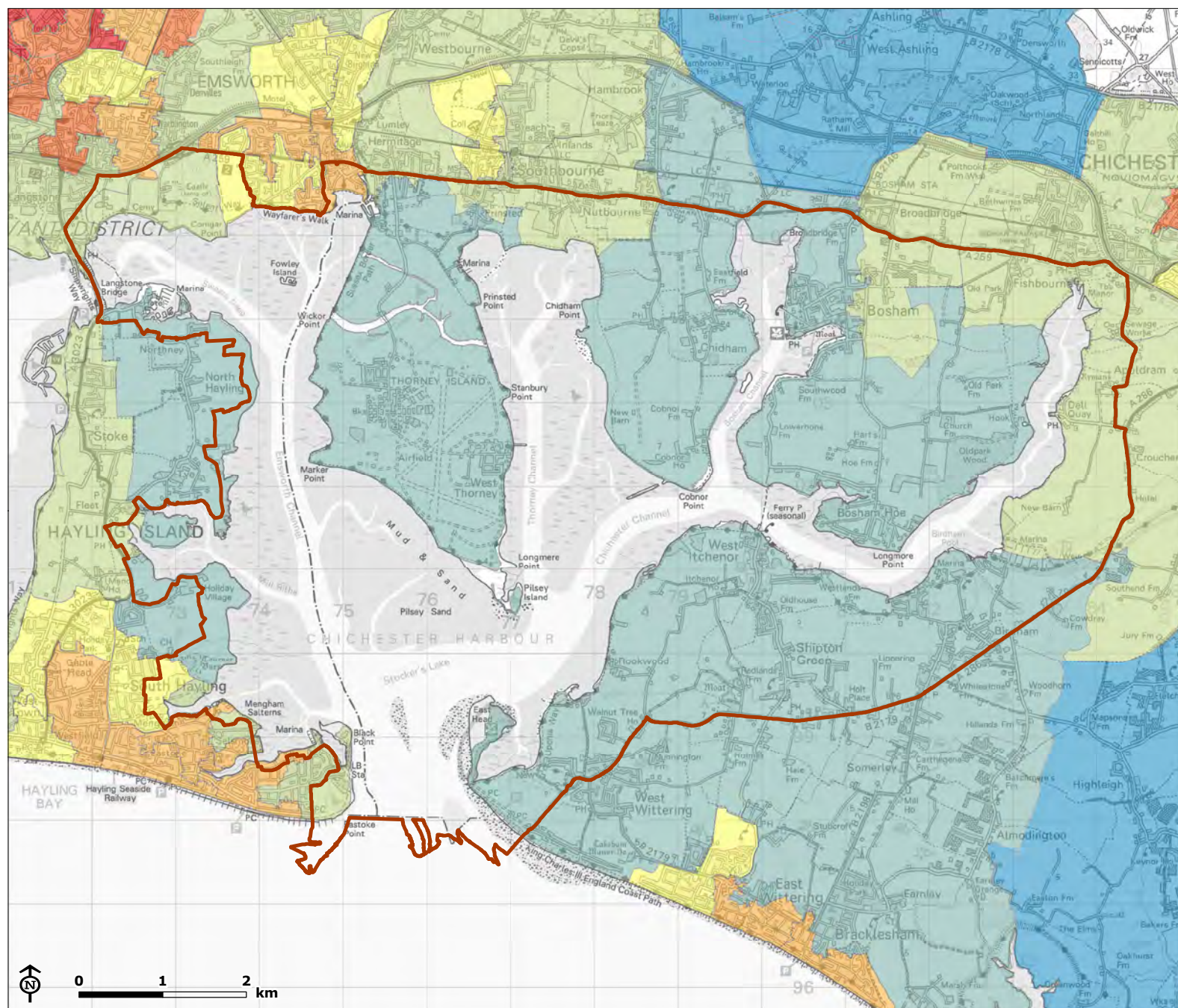
### Population Density

 Chichester Harbour  
National Landscape

### Population density (people per hectare)



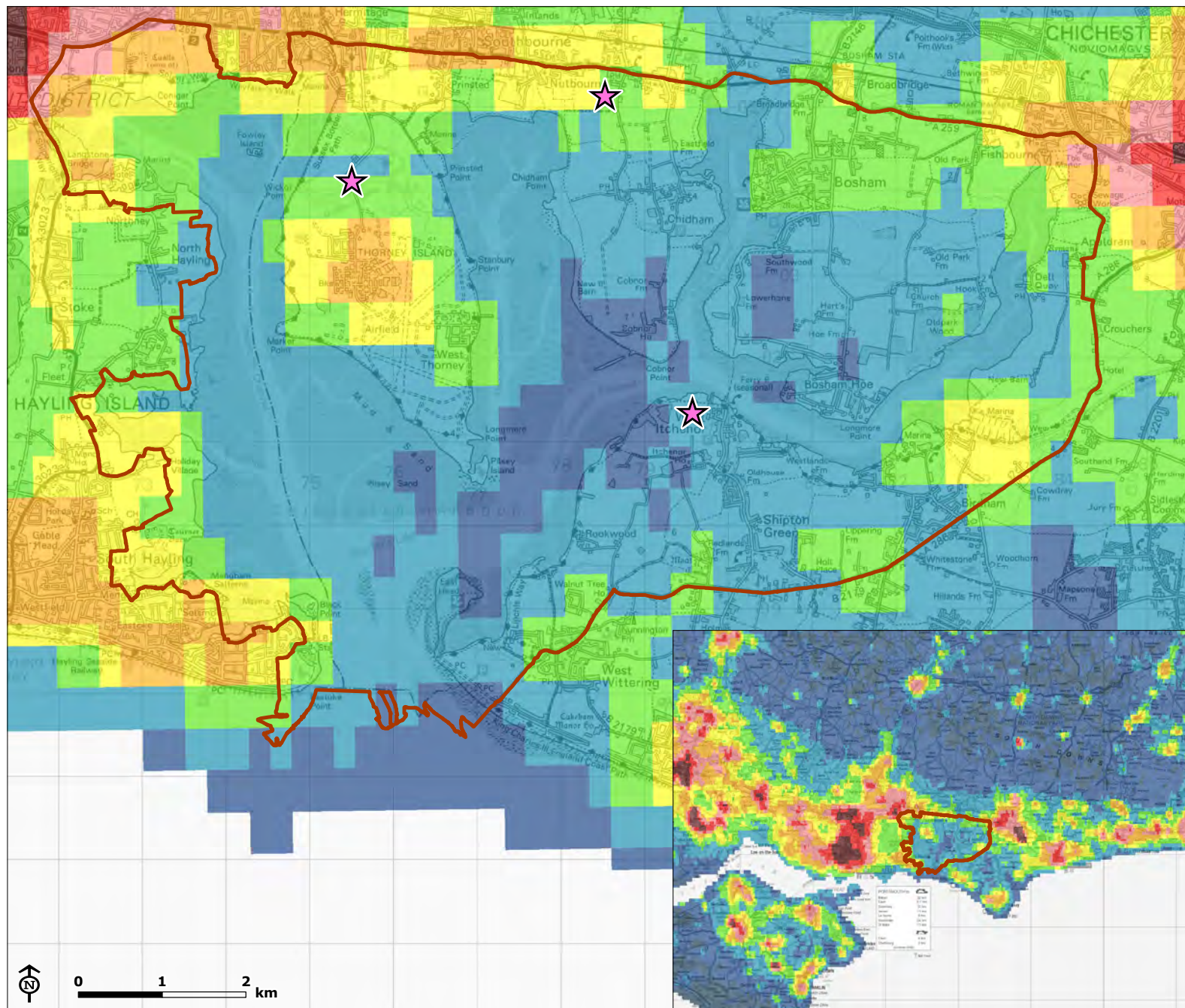
Please note that population density is higher in urban areas.



Source: Office for National Statistics

Map Scale @ A4:  
1:65,000






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




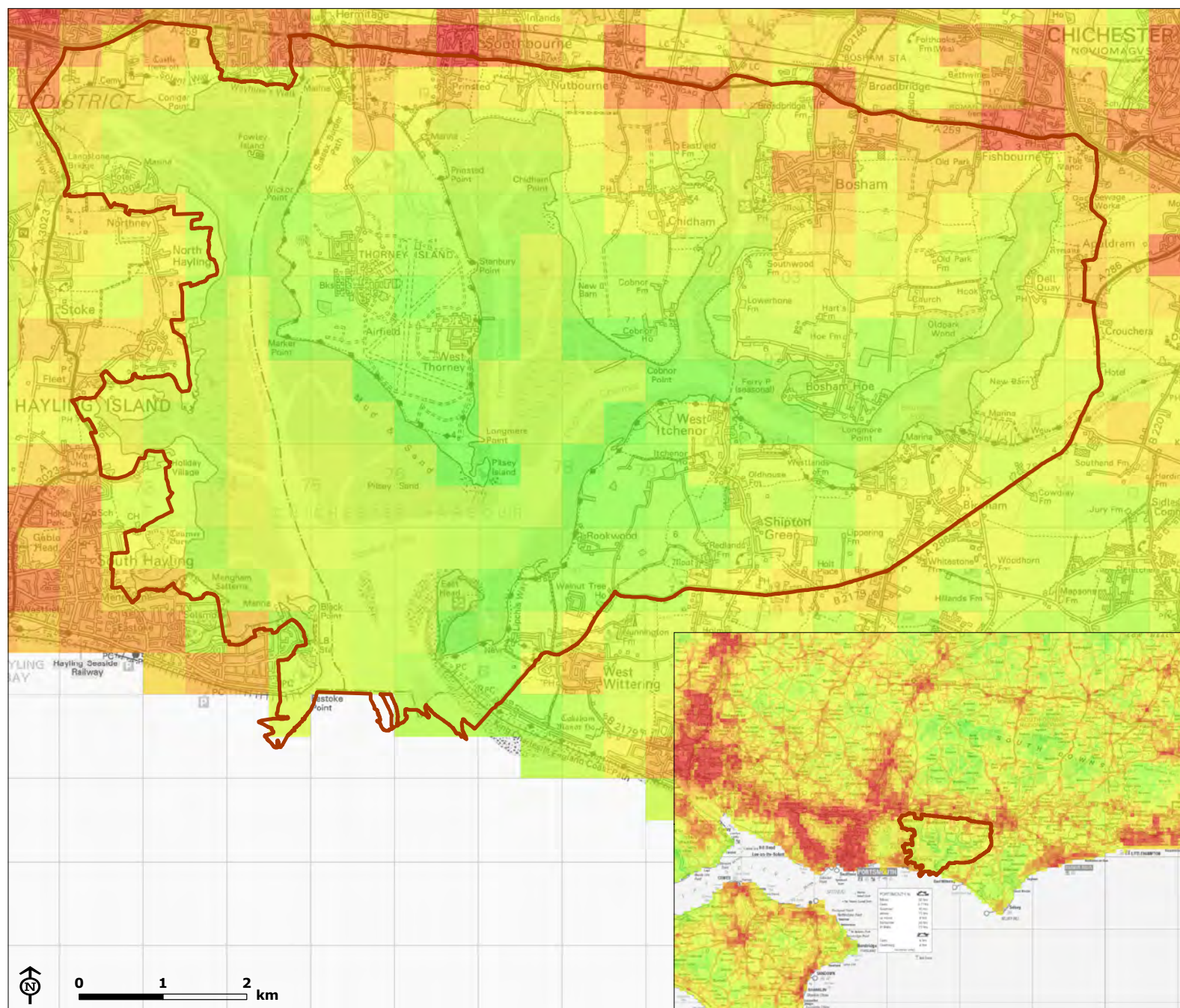
## Map P

### Tranquillity, 2007

 Chichester Harbour  
National Landscape

**National tranquillity  
scale**

 Most tranquil  
Least tranquil



Source: Campaign to Protect Rural  
England

**Map Scale @ A4:**  
**1:65,000**

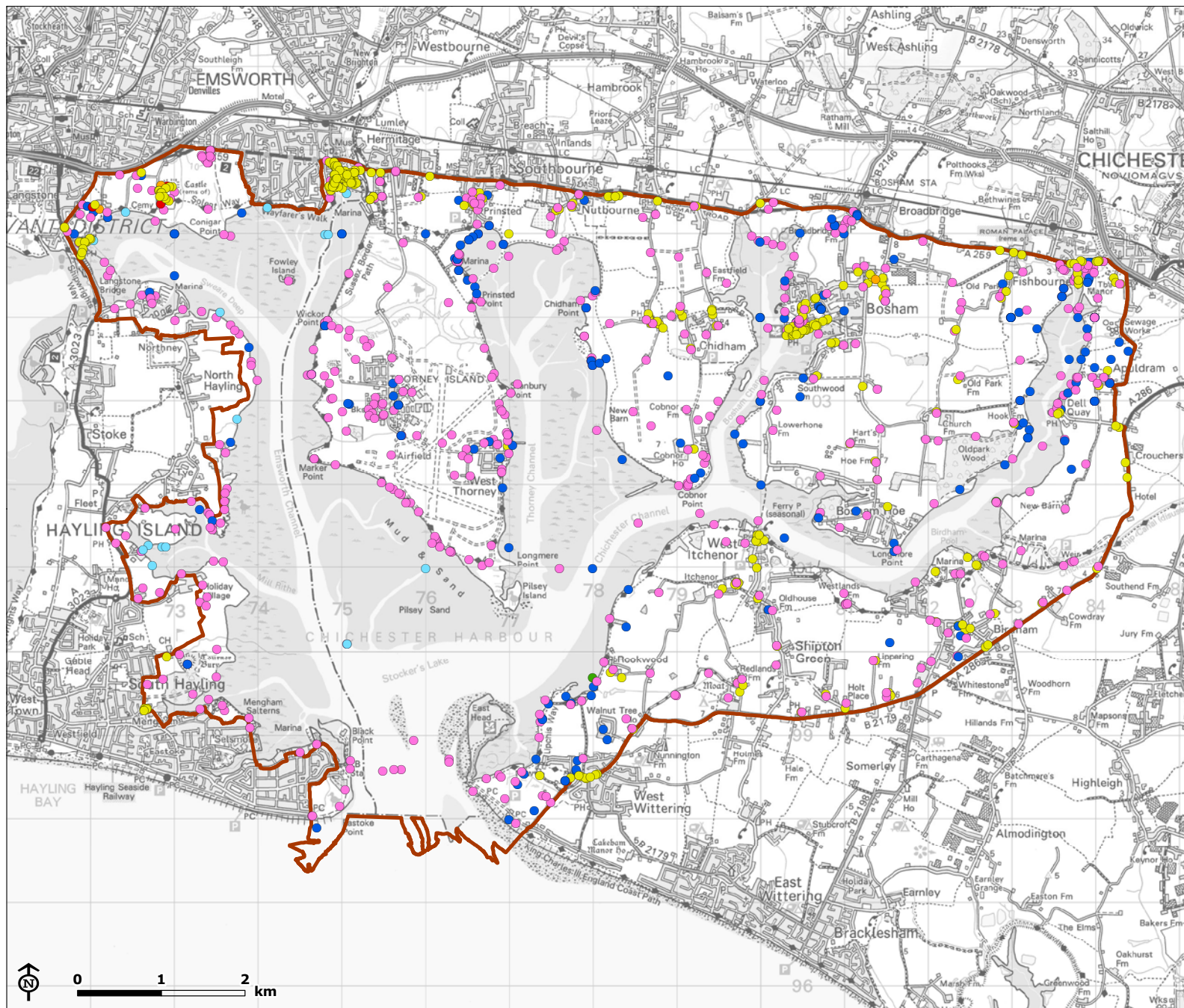


The countryside  
charity



Chichester  
Harbour  
National  
Landscape





Map Q

## Historic Environment Record

- Chichester Harbour National Landscape
- Building
- Ecosite
- Findspot
- Monument
- Place
- Maritime
- Parks and Gardens

Source: Chichester District Council

Map Scale @ A4:  
1:65,000



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Chichester  
Harbour National  
Landscape



## Map R

### Heritage Assets

Chichester Harbour  
National Landscape

### Listed Building

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

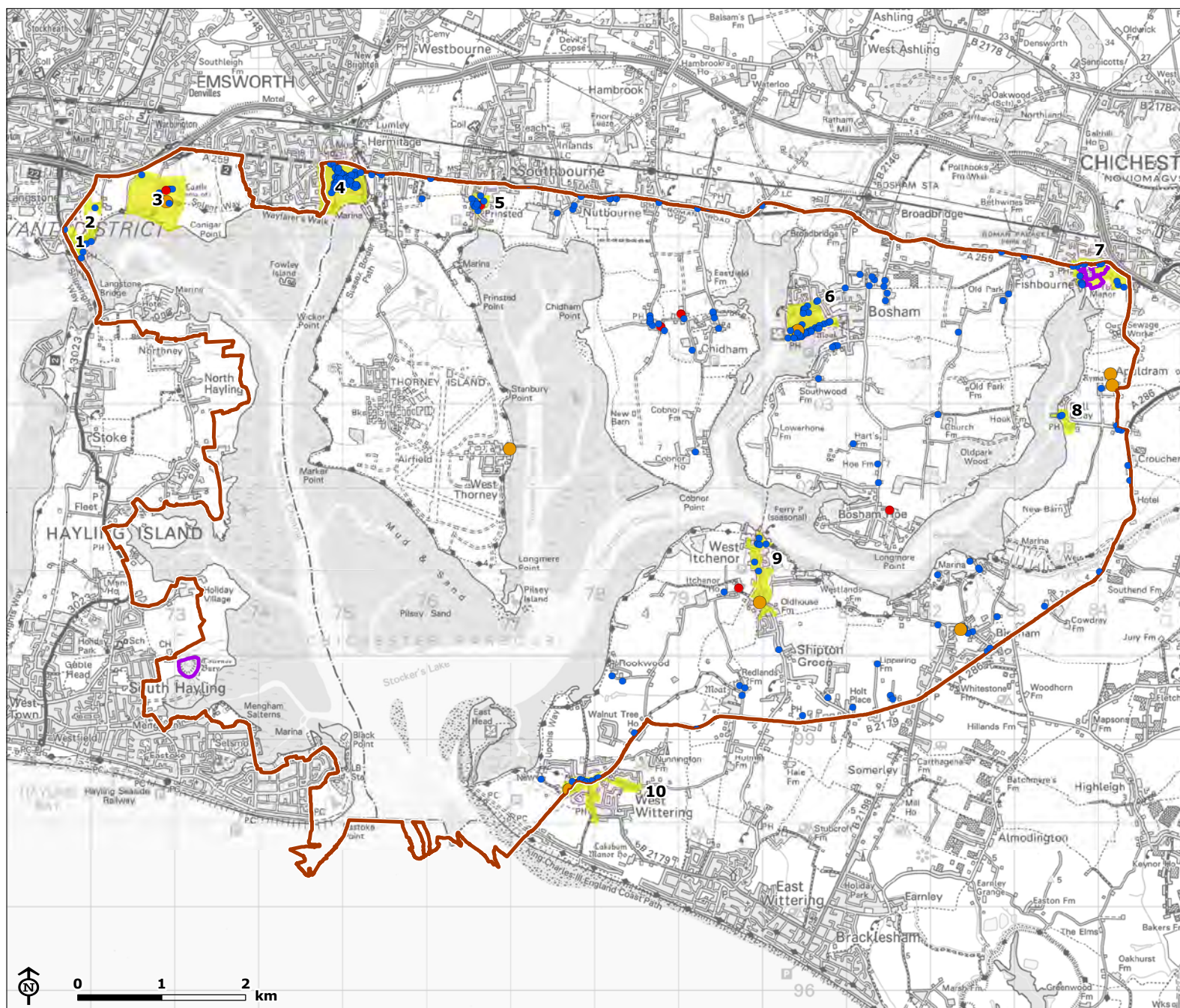
- 1: Langstone
- 2: Wade Court
- 3: Warblington
- 4: Emsworth
- 5: Prinsted
- 6: Bosham
- 7: Fishbourne
- 8: Dell Quay
- 9: West Itchenor
- 10: West Wittering

Source: Chichester District Council,  
Havant Borough Council

Map Scale @ A4:  
1:65,000

Historic England

Chichester  
Harbour  
National  
Landscape








© Natural England copyright 2023. Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

CB:KH EB:Horton\_K LUC 12695\_Map\_Q\_Aerial\_A4L 18/12/2023

## Map S

### Satellite Image 1

 Chichester Harbour National Landscape

Map Scale @ A4:  
1:65,000




Chichester Harbour National Landscape



## Map T

### Satellite Image 2

 Chichester Harbour  
National Landscape



Map Scale @ A4:  
1:250,000







## Map U

### England's Protected Landscapes

0 50km

National Parks and the Broads

NATIONAL LANDSCAPE

CANDIDATE NATIONAL LANDSCAPE

The **National Landscapes Association** provides a strong voice for its members, the UK's 46 National Landscapes, of which 34 are in England. As a national charity, they bring local teams and partnerships together, creating greater collaboration, and unlocking progress towards a shared vision, 'Beautiful landscapes where nature and people thrive together'.

**National Parks England** is the collective voice for the 10 English National Park Authorities.



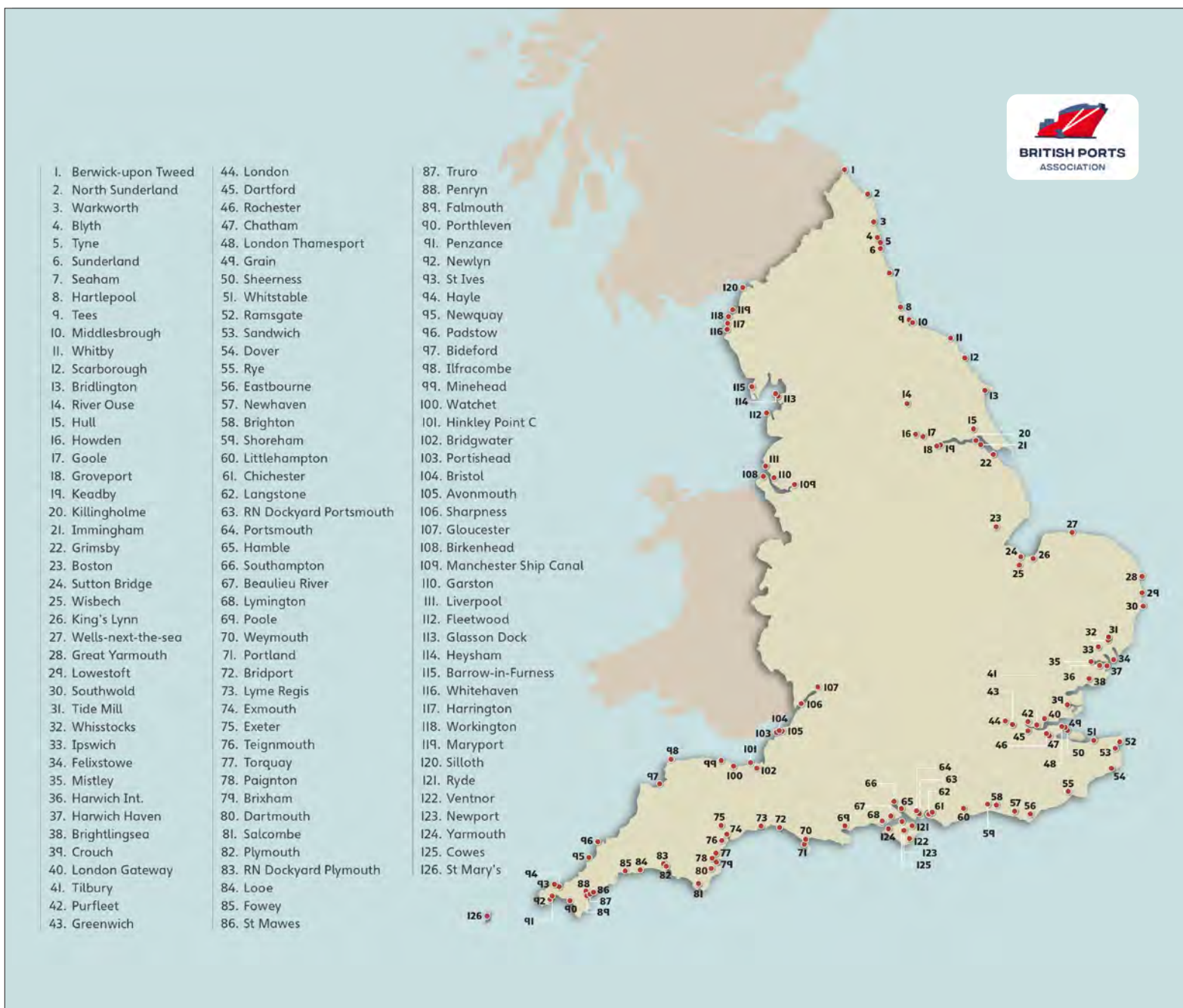
## Map V

### England's Ports

0 50km

The **British Ports Association** is a national membership body for ports. They represent the interests of operators that handle 86% of all UK port traffic, to Westminster and devolved Governments, and other national and international bodies.

They are an inclusive and progressive association, open to all and committed to supporting Government to deliver a policy framework that enables all ports to thrive.



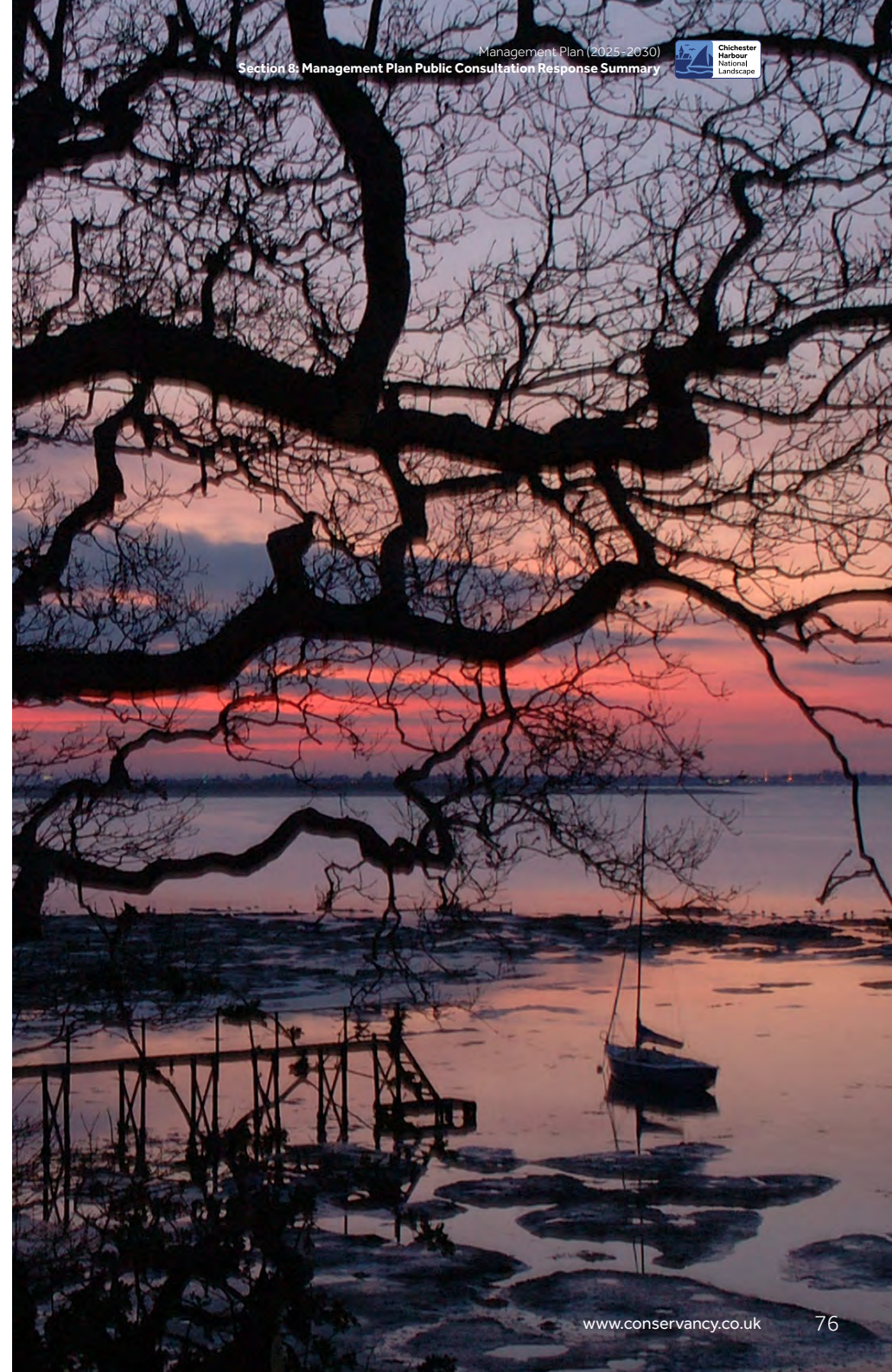




## Section 8 Management Plan Public Consultation Response Summary



This section will be completed  
in the final document.







# Chichester Harbour National Landscape

**29** sq miles

Chichester Harbour is the largest natural estuary in southeast England



**41%**

of the National Landscape is below the high water mark

## International and National designations and protections

- A National Landscape
- Site of Special Scientific Interest
- Special Protection Area
- Special Area of Conservation
- Ramsar Site



**5,069** dwellings



**63**

miles of footpaths including the King Charles III England Coast Path



**14** sailing clubs

Internationally and Nationally important for

**15**

bird species



**41**

locally important wildlife sites



**11.5** sq miles of water



**Largest** recreational boating harbour in Europe

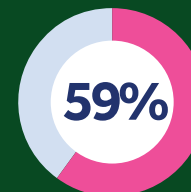


**2** species of Tern breed here



**296** hectares of saltmarsh, but...

Since 1946, **59%** of saltmarsh has been lost

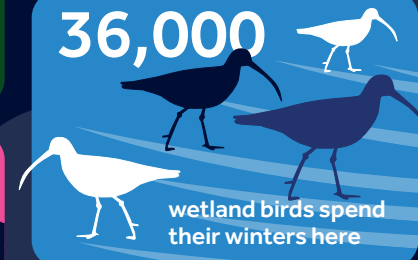


**5** Nature Reserves



**36,000**

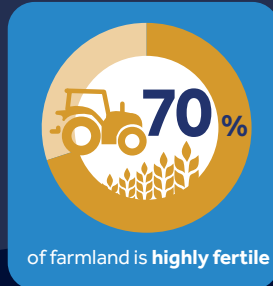
wetland birds spend their winters here



**53** miles of shoreline, of which just **15** miles is natural



**70%** of farmland is highly fertile



**271** Listed Buildings



**160** hectares of trees



**5,200** moorings and marina berths



**8,700** residents



**7.5** miles off-road cycle path



**60** Harbour Seals

**20** Grey Seals



**10**

Conservation Areas



**3** Dark Sky Discovery Sites



**10,500** vessels



Over **1.8 million** visitors per year



CHICHESTER HARBOUR CONSERVANCY



### Chichester Harbour Conservancy

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CHICHESTER  
HARBOUR  
CONSERVANCY



**Chichester  
Harbour  
National  
Landscape**