Towards ICZM

on the Manhood Peninsula

2011

In my lifetime I have played cricket, grown onions and caught prawns, on the same spot.'
(George Woodland – retired Second Coxswain, Selsey RNLI, 2011)

'The boathouse at the turn of the century was actually on the beach, which would probably be 300 yards out at sea now.'
(Martin Rudwick – Coxswain, Selsey RNLI, 2011)

Good spatial planning can encourage sustainable development that brings real benefits to rural coastal areas, taking into account rural character and distinctiveness.
(RTPI Response to APPG Inquiry, 2009)

'Plan your future as well as your sea defences' By looking ahead and maximising your potential, you will increase the importance of protecting your area but you will also be able to judge better what type of coastal management is preferable for your economy and environment.'
(Going Dutch II, 2008)

Produced by: Chichester Coastal Change Pathfinder Project on behalf of the Manhood Peninsula Partnership, in conjunction with Chichester District Council 2011

Foreword

The Manhood Peninsula is a small, low-lying triangle of land on the south coast of England bordered by the open coast and two harbours. Long hours of sunshine, a mild climate and open skies mean it has long been recognised as a desirable area to live, holiday, start up businesses and grow food. Despite these considerable assets, the Manhood is also a fragile environment in need of an Integrated Coastal Zone Management plan to ensure it has a sustainable future.

The local community has recognised this need for a long time. In 1997, two local residents – one a Dutch spatial planner, the other a risk management journalist – approached Chichester District Council (CDC), West Sussex County Council (WSCC) and the Environment Agency (EA) – suggesting that a more integrated approach to planning, based on water management, was necessary for the peninsula's economic, social and environmental future survival.

This started a process that has literally put the Manhood Peninsula on the map in an international debate on both community-led planning and climate change mitigation. As a result of this community led initiative:

- the Manhood Peninsula Partnership (MPP) was created in 2001
- the Manhood Peninsula has hosted two Dutch/Anglo spatial planning workshops
- the MPP's work been a key component of two European Union funding bids for climate change planning strategies
- the area has been recognized and awarded a DEFRA Coastal Change Pathfinder grant for working with coastal communities to plan for and adapt to coastal change
- In 2008 local residents formed the Manhood Peninsula Steering Group (MPSG), a direct and spontaneous reaction to the (then) proposals for coastal defence
- Selsey Coastal Trust (Pre Trust Group at this stage) is investigating the feasibility of forming a Trust to help regenerate Selsey and put surplus income into sea defences.

In many ways the community has recognised the risks and opportunities the area faces more comprehensively than the local authorities. Local people have, on the whole, accepted the EA and CDC's scheme to create a managed coastal realignment at Medmerry, in Bracklesham Bay. Although they recognise that the untested, pilot scheme carries risks, they can also see that it may in turn offer benefits to the area's main economic provider – tourism. Residents are concerned that gradual environmental degradation in the Manhood and coastal erosion will eventually impact their tourism product, causing local shops and services to close. However, the managed realignment offers a huge opportunity for the area to reassert its position as a unique area of attraction to tourists.

At the same time residents recognise that the peninsula is a living and working environment. This is where ICZM is vital. Housing for local people and support for local businesses is essential. The Manhood Peninsula is at a critical juncture, with its economy, social well-being and environment at a tipping point. Water management pressures are severe and likely to worsen, land-use pressures are great and often contradictory, and for a long time infrastructure has failed to keep up with development.

An adaptable and flexible planning approach is needed that recognises the fragility of the area and can maximize its opportunities while recognising its threats.

Whilst recogising that there may be some reservations in individual parishes about specific issues, there is general approval for a co-ordinated approach to Integrated Coastal Zone Management on the Manhood Peninsula. The community wants an ICZM approach, and together we can make it happen.

(Carolyn Cobbold, Manhood Peninsula Partnership Joint Project Leader, 2011)

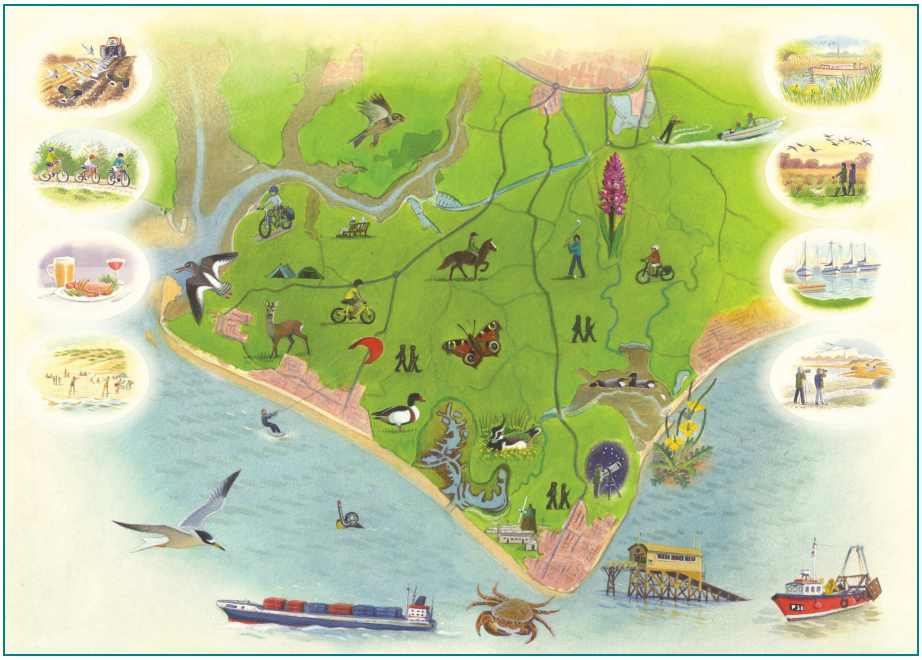

Figure 1.1 Artist's map of the Manhood Peninsula showing popular activities and locations. Commissioned by the RSPB 2011

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Structure
The structure of *Towards ICZM* introduces the concept of Integrated Coastal Zone Management (ICZM) and why it is important to the Manhood Peninsula. The ten-year history of striving for ICZM is outlined in the initial chapters, and the desired outcome presented in the Action Plan at the end of the document.

1. Integrated Coastal Zone Management – introduces the concept of ICZM and why it is relevant to the Manhood Peninsula study area.
2. Introduction – outlines the ten-year build up towards ICZM on the peninsula.
3. Context – outlines the geographic and historical context of the peninsula, and presents the policy context for *Towards ICZM*, both nationally and locally.
4. Local Assets and Priorities – are listed in the context of the Sustainable Community Strategy for Chichester District, which will also be used in the structure of the emerging Local Development Framework.
5. Challenges – outlines the not just the physical challenges afforded by climate change and sea level rise, but also those applicable to coastal communities in terms of transport and social challenges.
6. ICZM: The Dutch Vision – explores the recommendations from the instrumental Going Dutch Workshops in 2001 and 2008, and the aspirational projects these generated.
7. Objectives and Action Plan – summarises the SWOT Analysis undertaken for the peninsula, the outcome of which is reflected in the projects and aspirations that follow. These are divided into sections similar to those of the Sustainable Community Strategy for Chichester District.

8-13. Appendices.

Status
Towards ICZM was formally adopted at a Full Council meeting of Chichester District Council on 20th September 2011 as an aspirational plan, and a material consideration for planning and Development Control purposes. *Towards ICZM* was recognised as a Manhood Peninsula Partnership document that reflects the views and aspirations of the community.

The plan will be kept under review and will be discussed with neighbouring coastal authorities.

1. Integrated Coastal Zone Management

The objective of the Manhood Peninsula Partnership in producing *Towards ICZM* is to identify what needs to be achieved strategically on the Manhood Peninsula. The businesses and community interest that need to be meaningfully involved with Integrated Coastal Zone Management (ICZM) are numerous. Hence, this document is aimed at the public and professionals alike.

The ultimate aim is to implement an ICZM partnership to formulate an ICZM strategic plan based on the key principles of Integrated Coastal Zone Management from the European Recommendation published in 2002, and informed by the findings of Going Dutch On The Manhood Peninsula 2001[31] and Going Dutch II 2008 [32]:

1. A broad holistic approach
2. Taking a long term perspective
3. Adaptive management
4. Specific solutions and flexible measures
5. Working with natural processes
6. Participatory planning
7. Support and involvement of all relevant administrative bodies
8. Use of a combination of instruments

Integrated Coastal Zone Management seeks to balance environmental, economic and social objectives to enable the sustainable management of the coastal zone. It is a process, which seeks to integrate the different policies that have an effect on the coast whilst bringing together various stakeholders to inform, support, and implement these policies. There is a strong focus upon partnership working and informed collaboration between stakeholders.

Figure 1.2 Medmerry Beach looking north west towards Bracklesham

Various bodies have developed a number of local plans and projects for specific settlements on the Manhood Peninsula. Donnington [42], Hunston [43] and North Mundham [44] each have Parish Plans; there is a CDC commissioned Masterplan for regenerating East Beach in Selsey [58]; a Foreshores Report [5] that includes proposals for projects along the sea front and Selsey's Community Plan [57] (in progress) to name but a few. The Chichester Harbour Management Plan covers the Chichester Harbour AONB [8], while Shoreline Management Plans [59, 60] and Coastal Defence Strategies [11, 12, 13] make an important contribution along the entire coast.

The Pathfinder Project has supported the MPP to produce the Manhood Peninsula Destination Management Plan 2011- 2016 [35] and the Pre Trust Group to engage the South Coast Design Forum to produce designs for Selsey Coastal Trust Project [61]. It has also enabled the drafting of SP14: Integrated Coastal Zone Management Policy for the Manhood Peninsula (See Appendix 3: LDF Spatial Plan 14). This is to be included within the draft Core Strategy of the Local Development Framework, currently being prepared.

All these plans and projects can function in isolation but clearly would benefit from the greater interaction and integration suggested by *Towards ICZM on the Manhood Peninsula.*

The intention is to capitalise on the peninsula's strongest assets, which include its natural environment and clean air, while ensuring their protection. The ambition is to create a vibrant place attractive to a wide range of visitors, businesses and residents.

1.1 Study area

The Manhood Peninsula is a small area, approximately fifteen by twenty kilometres in size, situated south of Chichester, in West Sussex on the south coast of England. It is one of the last relatively undeveloped stretches of coastline between Newhaven and Southampton. Forming part of the coastal plain south of Chichester it is semi-rural, open and low lying. The peninsula is bordered by the English Channel on its southern side; Chichester Harbour to the west; Pagham Harbour to the east and Chichester and the South Downs to the north. Part of the peninsula is located within the Chichester Harbour Area of Outstanding Natural Beauty (AONB).

The study area lies south of Chichester and includes the following parishes: Apuldram; Birdham; Donnington; Earnley; East Wittering & Bracklesham; Hunston; North Mundham; Selsey; Sidlesham; West Itchenor; West Wittering.

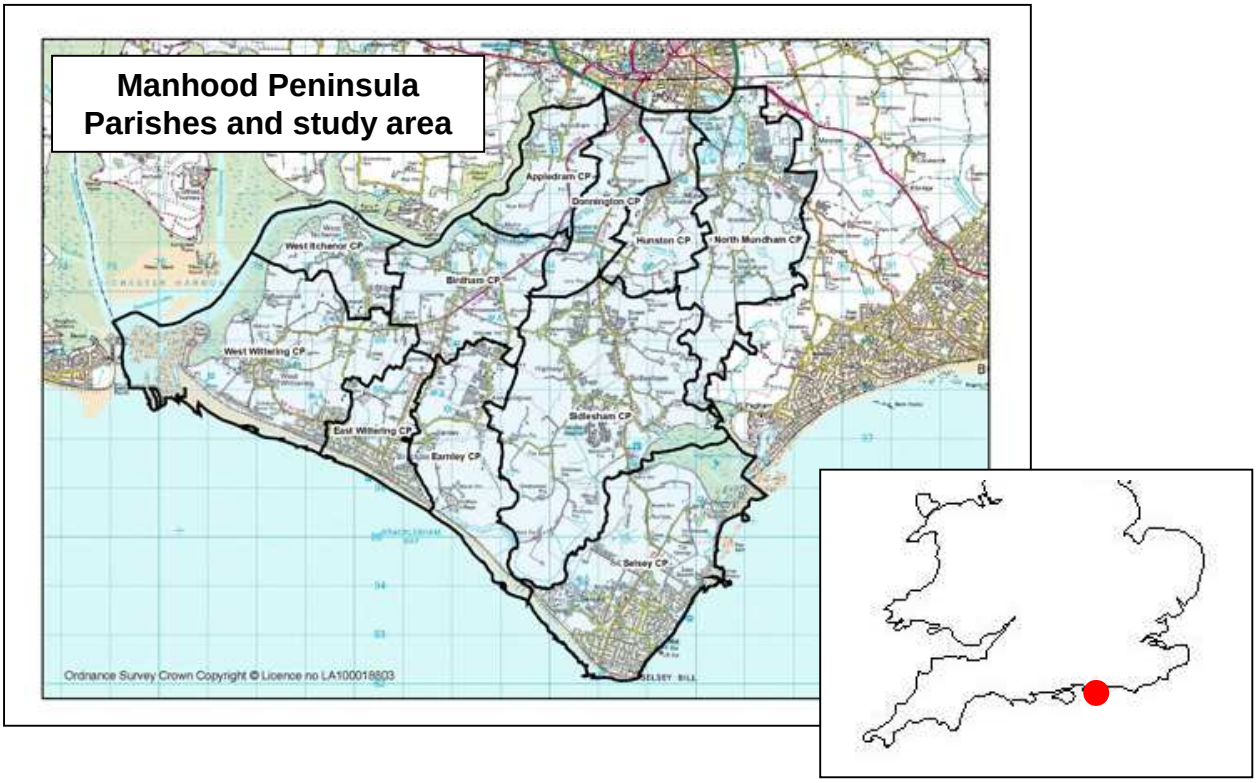


Fig 1.3 Map showing Manhood Peninsula parishes in the ICZM study area, and the location of the Manhood Peninsula on the south coast of England.

2. Introduction

Ten years ago a group of 18 Dutch and 10 British experts on coastal and water management and spatial planning spent 5 days on the Manhood Peninsula. Their task was to formulate ideas for a sustainable integrated planning approach for the future of the area. These European colleagues were members of the Dutch Institute for Physical Planning and Housing: NIROV, and for the first time in its history, at the instigation of two local residents, NIROV was persuaded to hold its annual workshop overseas on the Manhood Peninsula. It became known as ***"Going Dutch on the Manhood Peninsula"***

The ideas and visions proposed at this extraordinary event included:

- Targeting Selsey for housing and tourism by concentrating all housing demands on the town and encouraging small businesses related to tourism, while maintaining the rural tranquillity of the rest of the Peninsula to enable greater investment to protect Selsey from the sea
- Cycleways and footpaths to link Selsey and Bracklesham to encourage and promote off road access and tourism
- A Park and Ride hub at Chichester Marina and a policy of resident only owned cars
- Use of redundant gravel pits as floodwater storage facilities for both urban and horticultural uses.

The planning system at that time was seen as "gridlocked" by the participants because of the number of organisations involved, and the lack of collective goals. A framework for co-operation and comprehensive financing was advocated, along with a need for greater community stewardship.

This unique and inspirational event led to the creation of the Manhood Peninsula Partnership (MPP).

The Manhood Peninsula Partnership
Comprising all local and regional agencies working with community and parish representatives as well as third sector wildlife and environmental organisations, the MPP has been meeting regularly since 2001.

True to its aspiration for integrated planning, early on in its life the MPP became part of a European funded project – European Spatial Planning: Adapting to Climate Events (ESPACE)[29]. The project promoted adaptation to climate change and advocated its incorporation within spatial planning mechanisms at local, regional, national and European levels.

MPP Membership:

Chichester District Council (MPP Secretariat)
Chichester Harbour Conservancy
Environment Agency
Manhood Peninsula Steering Group
Manhood Wildlife & Heritage Group
National Trust
Natural England
Peninsula Community Forum
Royal Society for the Protection of Birds
Selsey Town Council
Sussex Association of Local Councils
West Sussex County Council

In 2007, the Environment Agency and Arun and Chichester District Councils launched their initial consultation on proposals for managing the coastline. The draft Pagham Harbour to East Head Coastal Defence Strategy[13] (CDS) provoked an immediate and spontaneous reaction from the community. Residents of the Peninsula made their views clear and unambiguous through petitions, websites, campaigns and the formation of the protest group ***Save our Selsey*** (SOS). It also resulted in the formation the ***Manhood Peninsula Steering Group*** (MPSG) a lobbying organisation concerned with national coast defence policy. The strength of local feeling took their campaign to central government level.

At the suggestion of a local resident, the MPP organised a second workshop **– *Going Dutch II*** [32]. Coastal, infrastructure and planning specialists from the Netherlands and the UK were invited back to 'test' the draft CDS and provide an independent review of other options put forward by local residents.

Along with visions and ideas from the earlier event, the findings and recommendations of the Dutch experts and the lobbying of the campaign groups are an integral part of the community engagement story and will be revisited later in this document.

In 2009 Defra published ***"A Strategy for Promoting an Integrated Approach to the Management of Coastal Areas in England"*** [27] in which the Government set out its vision. The MPP critically reviewed the document, concluding that whilst it finally had a label for its aspirations and a policy "hook" on which to hang them, without the funding to take it forward, integrated coastal zone management (ICZM) was not within reach.

Later that year, Chichester District Council was announced as one of only 15 authorities nationally to have been successful in its bid to become a **Coastal Change Pathfinder** Authority. In a unique collaboration between the Council, the MPP and two Selsey councillors from the MPSG, the £450,000 grant has enabled a variety of local projects and initiatives including investigation of a community owned trust that could contribute to the funding of sea defences for Selsey, a Destination Management Plan for sustainable tourism and a pilot project to progress ICZM.

Going Dutch II event participants criticised the UK system of coastal funding and the lack of integrated planning and design but urged us to:

*"Be positive; plan your future so that you work with its environment and special features to make it economically viable and socially sustainable; create sea defences and a coastline that will work for the area in the long ter*m. *This is an area with outstanding qualities that are becoming increasingly scarce on the South Coast of England. It is up to residents to work with their local authorities and vice versa to enhance those qualities."*

The purpose of creating a document that explores moving ***Towards ICZM on the Manhood Peninsula*** is to capture the knowledge gained from ten years spent working in partnership and engaging with the community on the Manhood Peninsula. The aim is to use that knowledge to inform and influence the development of spatial policy.

2.1 About the Manhood Peninsula

The Manhood Peninusula is a remarkable place. Bordered by the coast and two Harbours, the historic Roman city of Chichester is within easy reach, and it also features Medmerry, soon to become the largest coastal managed realignment scheme in the UK. Containing dykes, watercourses, rifes, a canal and lakes situated on the coastal plain south of Chichester, it is one of the most environmentally important coastal landscapes between Portsmouth and Brighton.

The Manhood Peninsula has above average sunshine for the UK making it attractive for agriculture and tourism, the area's two most important industries. Recent statistics from Tourism South East (2010) [36] reinforce the importance of tourism and its contribution to the visitor economy across Chichester District. Total expenditure by visitors to the Manhood Peninsula is estimated in 2009 to be in the region of £146,570,000, or 41% of the Chichester District total.

Figure 2.1 The beach at Bracklesham Bay

Water quality along the open coast is generally good, and outdoor leisure pursuits such as cycling, walking, horse riding and tennis are extremely popular. Additionally sailing, surfing and a beach culture thrive. Employment is mainly in tourism, agriculture and horticulture, boat building and the service sector including schools and shops.

The peninsula has very low lying land. Large areas of the Manhood Peninsula are less than 5m above sea level and at risk from flooding, both inland and coastal. It is likely that climate change will increase this risk, through rising sea levels, rising water tables and a marked increase in winter precipitation.

Tangible proof of measures taken to mitigate climate change is soon to be seen at Medmerry. The existing shingle bank is costly to maintain and is designed to withstand storms that are so severe they are predicted to happen only once a year. An increase in the number of storms of this intensity has been anticipated [31, 72] making the existing protection clearly inadequate.

Under the new scheme the current shingle bank will be breached, allowing the area between the bank and new defences built inland to flood, thus changing the coastline. This is known as managed realignment. The new defences will provide more effective long term flood controls, new intertidal saltmarsh habitat for plants and birds, and leisure opportunities in the form of footpaths, cycleways and bridleways.

Coastal processes such as sediment movement along the shoreline are hugely affected by storms. Increased storminess will increasingly cause removal of sand and shingle from flood defences such as Medmerry, leaving coastal areas and the hinterland more vulnerable to flooding from the sea and exacerbating flooding caused by inadequate land drainage, unless defences are sustained.

Local concerns about water management and flood defence on the peninsula have been directed at local government and national agencies for a number of years. Concerns over funding have fostered doubts by some in the community about whether it was morally or practically viable to continue development on the Manhood Peninsula without strategically rethinking the future of the area [31]. Increasing problems with drainage on the peninsula have been exacerbated by recent development and heavier rainfall, with existing ditches proving inadequate to handle the increased run-off.

In addition, poor transport links onto the peninsula make access for residents, visitors and the business sector difficult at peak times. The town of Selsey would benefit from regeneration to ensure a viable economic future, while elsewhere on the peninsula

picturesque villages suffer from a lack of identity to visitors and the wider planning context.

The Peninsula contains several important nature conservation areas including Chichester and Pagham Harbours. Both harbours are designated as Special Protection Areas (SPAs) under the EU Birds Directive; Wetlands of International Importance under the Ramsar Convention (Ramsar Sites); and as Sites of Special Scientific Interest (SSSIs) notified under section 28 of the Wildlife & Countryside Act 1981. Chichester Harbour is also designated as a Special Area for Conservation (SAC) under the EU Habitats Directive, and as an Area of Outstanding Natural Beauty, a designation recognising landscapes of national importance. Chichester Canal is designated as a Site of Nature Conservation Importance, one of a number on the peninsula.

The area has a long history of lively engagement between local people and public authorities. In a low lying flat peninsula containing water, and surrounded by water, it is unsurprising that flooding, especially coastal and fluvial, preoccupies its inhabitants.

3. Context

3.1 Geographic context – topography, location, links to the coast and South Downs

Located on the south coast, the Chichester District is one of seven districts and boroughs within the county of West Sussex.

Along with other coastal areas in Sussex, the coastal plain in the south of the district suffers from the same structural and economic weaknesses identified elsewhere along the Sussex coast. Compared with South East averages the region has higher levels of multiple deprivation, lower levels of Gross Value Added, lower earnings, higher levels of unemployment, lower rates of business formation, a poorer qualified workforce and an ageing population.

The Manhood Peninsula is situated on the most southern section of the coastal plain south of Chichester. Bordered by the coast the peninsula contains two environmentally significant harbours – Chichester, and Pagham. Pagham Harbour is a Local Nature Reserve, while Chichester Harbour is designated as an Area of Outstanding Natural Beauty (AONB) and covers a significant part of the western peninsula. The designation is awarded to landscapes of the highest quality and are nationally recognised.

The landscape also features a constantly evolving shingle spit at East Head; the UK's largest managed realignment site at Medmerry; outstanding geology; a historic canal and a network of ponds, rifes and ditches. North of the peninsula is the city of Chichester - the largest settlement area in the district. To the north of Chichester is the South Downs National Park.

Figure 3.1 The Manhood Peninsula coastline looking along the Medmerry frontage towards Selsey

There are 16 villages and settlements on the Manhood Peninsula, with populations varying from 186 in Apuldram (Office for National Statistics, 2001 Census – April 2004 update) to around 11,000 in Selsey (Office for National Statistics, 2001 Census - November 2010 update). In 2009 the West Sussex Ward profiles published by West Sussex County Council and West Sussex Public Health Authority, showed the total population of all wards in the Manhood to be just over 27,000, similar in size to Chichester, its nearest city. Employment is mainly in tourism, agriculture and horticulture, boat building and the service sector including schools and shops. Agriculture, farming, fishing and tourism are the main industries on the peninsula.

The peninsula is situated in an area with good access to major cities such as Portsmouth, Brighton and London, however there is poor road access on and off the peninsula itself. Each side of the peninsula is joined to the A27 by a single road. In the west the A286 runs along the western side to the Witterings and Bracklesham, in the east the B2145 provides access to Selsey. There are very few links across the peninsula, creating a division between the destinations on the east and west.

3. 2 History

The name Manhood is thought to derive from the Anglo-Saxon maene-wudu meaning 'common wood'. It has long been known as a particularly attractive area because of its fertile soils and its rich, varied natural resources. This popularity is borne out by concentrations of archaeological sites and findspots of all periods. Selsey is believed to have been the site of an important Roman harbour that is long gone, lost to coastal erosion. It is likely the area was occupied by hunter gatherers, and evidence of Saxon occupation has been found at Medmerry, though further evidence has probably been lost as a consequence of sea level rise. Relative sea-level rise is currently quite marked in the region, and the implications are that the archaeological record could be lost before it has been properly investigated (CDC Archaeologist).

The open coast of the Manhood Peninsula is a high-energy coastline affected by complex coastal processes [(52)]. These include the Solent double tide and the reaction of the flooding and ebbing of Chichester Harbour every tidal cycle. Combinations of these factors and the soft, low lying landmass have lead to erosion and flooding threatening the coastal towns and hinterland.

This is an exceptionally complex environment. The peninsula tip, Selsey Bill, separates two shorelines that face in different directions, and have always been subject to different intensities of wave energy. Offshore and nearshore banks, bars, shoals, and reefs have further complicated the picture by affecting waves and currents, and their interaction with the shore.

Figure 3.2. Historical map of the retreating coastline round Selsey.

Historical maps show that the Manhood Peninsula has suffered from steady coastal erosion over many centuries, even without sea level rise. Consequently net loss is a natural development [(32)].

The city of Chichester did not have a direct connection to the sea until the opening of the Chichester Canal in 1823. However, for centuries before this, Chichester had its own port, located at Dell Quay, the only place in Chichester Harbour legally allowed to receive foreign trade. Other places along the open coast, such as Wittering, were also used to load and unload ships involved in the English coastal trade, which covered the area between Selsey and Pagham, through to Sidlesham Mill.

The entrance to Chichester Harbour has historically been affected by East Head, a small but significant sand and shingle spit. Documentation from old maps and charts show that the south-west facing coast is rapidly eroding and that the spit, originally also south-west facing, has rotated around the "Hinge" to have a west to north-west outer face.

Smuggling was carried on in various parts of the Harbour and on the coast. Selsey in particular was known as a centre for smuggling, particularly in the area of East Beach.

3.3 National policy context

A Strategy For Promoting An Integrated Approach To The Management Of Coastal Areas In England produced by Defra in 2009 (27), sets out the Government's visions for coastal management, objectives and future actions to achieve the vision, and briefly explains how all the changes currently being taken forward will work together in coastal areas.

The government approach to implementing ICZM is set out in the Defra strategy, and the planning principles further promoted through PPS 25, the Development and Coastal Change policy (50) reflect this approach.

National Planning Guidance sets out the planning policies of government in the form of Planning Policy Guidance notes (PPGs), to be replaced gradually by Planning Policy Statements (PPSs). All of these can be found on the Communities and Local Government (CLG) website (www.communities.gov.uk)

The Government's overall objectives for planning are set out in PPS1 – Delivering Sustainable Development. This identifies sustainable development as the core principle underpinning the planning system, whereby planning should ensure a better quality of life for everyone, both now and for future generations.

Other Planning Policy Guidance notes of particular relevance to the Manhood Peninsula are:
PPS 9: Biodiversity and Geological Conservation (48)
PPS 12: Creating Strong, Safe and Prosperous Communities Through Local Spatial Planning (49).
PPG 20: Coastal Planning (46)
PPS 25: Development and Flood Risk (50)
PPS 25 Supplement: Development & Coastal Change (Guidance Notes) (51)
SP14: ICZM Strategy for the Manhood Peninsula. This is the suggested Spatial Plan 14 in the Core Strategy of the Local Development Framework being prepared by Chichester District Council. (Appendix 3: LDF Spatial Plan 14).

The Government intends to produce a National Planning Policy Framework. A draft was published in July 2011 (38) and says that:
In coastal areas, local planning authorities should take account of marine plans and apply Integrated Coastal Zone Management across local authority and land/sea boundaries.

Local planning authorities should identify as a Coastal Change Management Area any area likely to be affected by physical changes to the coast.

The Localism Bill [35] proposes changes to plan making, including the introduction of Neighbourhood Plans.

Shoreline Management Plans and Coastal Defence Strategies also inform planning decisions on the Manhood Peninsula. National coastal policies are drawn from two Shoreline Management Plans. The North Solent SMP covers the coast from Hurst Spit to Selsey Bill (west) [59]. The South Downs SMP affects the coast from Beachy Head to Selsey Bill (east) [60].

Recommendations are taken from the Pagham To East Head CDS [13], and the Portchester Castle to Emsworth Draft CDS [12]. The west coast of the Manhood Peninsula within Chichester Harbour is covered by the North Solent SMP. The forthcoming East Head to Emsworth Coastal Defence Strategy [11] will consider this area in greater detail.

3.4 Local policy context

The local policy context for *Towards ICZM* is the Sustainable Community Strategy developed by the Local Strategic Partnership for Chichester District, entitled 'Chichester District: A Very Special Place' [64]. The strategy sets out a shared vision for Chichester District from 2009 to 2016. Naturally forming communities are defined as settlement hubs based round housing, shopping, businesses and facilities. The two local hubs on the Manhood Peninsula are Selsey and East Wittering & Bracklesham.

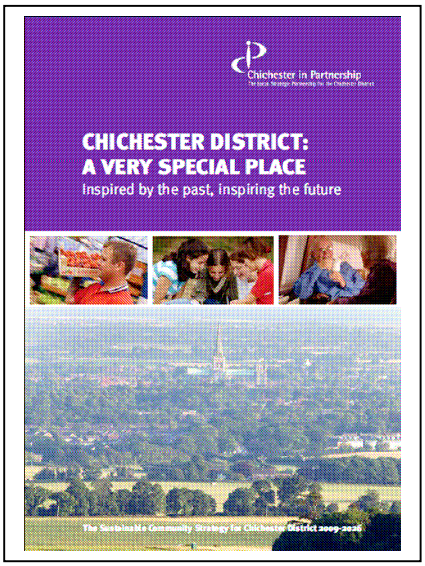


Figure 3.3 Sustainable Community Strategy for Chichester District

Selsey is a town with a population of around 11,000 (Office of National Statistics (ONS), 2001 Census – 2009 update). It is a popular holiday destination with one of the largest caravan parks in Europe, and a population that doubles during the holiday season.

East Wittering and Bracklesham have a combined population of 4,951 (ONS, 2001 Census – 2009 update). The population of nearby West Wittering is 4,516 (ONS, 2001 Census – 2009 update), inflating the population of the western peninsula to just under 9,500 and bringing it closer to that of Selsey, an important factor when considering transport and facilities on each side of the peninsula.

Chichester District Council is preparing the Core Strategy for its Local Development Framework. Until there is a Core Strategy in place, the Development Plan for Chichester District will be the 'saved' policies of the District Local Plan Review 1999. Several Interim Policy Statements agreed by the Council supplement this in order to provide guidance in areas where the Local Plan is markedly out-of-date, and while the Core Strategy is being progressed. It is intended that the Interim Statements will apply unless circumstances change or until the saved Local Plan Policies are replaced by adopted Development Plan Documents.

A number of other documents produced in consultation with local communities promote inclusive and sustainable development such as the Village Design Statements for Pagham [68], Sidlesham [69], West Itchenor [70], West Wittering [71]; and Parish Plans or similar for Apuldram [41], Donnington [42] and Hunston [43]; and Conservation Area Character Appraisals

for Dell Quay [17], Donnington [18], Earnley [19], Hunston [20], Selsey [21], Sidlesham Church [22], Sidlesham Quay [23], Somerley [24] and West Wittering [25]. Chichester Harbour Conservancy has produced the Chichester Harbour AONB Management Plan 2009-2014 [8] and the Chichester Harbour AONB Landscape Character Assessment 2005 [34].

Village Design Statements include planning guidelines related directly to saved policies from the Local Plan, details of which can be found at:

Local Plan - http://www.chichester.gov.uk/index.cfm?articleid=5080

Interim Statements - http://www.chichester.gov.uk/index.cfm?articleid=7647

3.4.1 Suggested ICZM Policy

It is suggested the Core Strategy of the Local Development Framework being prepared by Chichester District Council will include a policy similar to SP14, the spatial plan outlined below (See Appendix 3: LDF Spatial Plan 14). The final form of SP14 will be confirmed during the Core Strategy consultation process.

Policy SP14 - Integrated Coastal Zone Management Strategy for the Manhood Peninsula.

The Council will prepare plans, strategies, projects and other measures, in partnership with other organisations and local communities, to ensure that the Manhood area is planned for in a coordinated and integrated manner, whilst recognising the individual needs of the communities which populate the area.

Subject to the other policies in this Strategy, development in the Manhood Peninsula will, in principle, be supported providing it contributes to one or more of these outcomes:

- **i. Facilitates the economic and social well-being of the area;**
- **ii. Addresses proposals for the coastline and coastal communities set out in Coastal Defence Strategies and Shoreline Management Plans;**
- **iii. Contributes to greater safeguarding of property from flooding or erosion and/or enables the area and pattern of development to adapt to change, including the relocation of current settlement areas, and vulnerable facilities and infrastructure that might be directly affected by the consequences of climate change;**
- **iv. Provides resources to improve the process of harbour and coastal management, incorporating and integrating social, recreational, economic, physical and environmental issues and actions;**
- **v. Improves infrastructure to support sustainable modes of transport, especially cycle ways, bridle paths and footpaths;**
- **vi. Provides the means of supporting regeneration on the Manhood Peninsula.**

Towards ICZM on the Manhood Peninsula aims to inform development on the Manhood Peninsula, but will pre-date Chichester District's Local Development Framework.

4. Local Assets and Priorities

Towards ICZM aims to capture what the community have told us through various engagement events and consultations that have taken place over the last 10 years. These are listed in Appendix 1 References.

The multi-agency ICZM Working Group compiled a list of local assets and these are set out below, grouped under the relevant headings from the Sustainable Community Strategy. These were further tested at the *Towards ICZM* Workshop [65] held in April 2011:

Pathfinder ICZM Working Group:

Chichester District Council
Environment Agency
Kingsbridge Estates
MPP Project Leaders
Natural England
Selsey Town Council
West Sussex County Council
West Wittering Parish Council

4.1 Economy

The peninsula is home to a thriving range of businesses most importantly: tourism; leisure; marine; agriculture; manufacturing; and fisheries. Some of the most prominent examples in each category include:

Tourism: Bunn Leisure – located at the tip of the peninsula, Bunn Leisure is the largest caravan park and leisure centre, not only on the peninsula, but also in the UK and Europe. The size of Bunn Leisure makes it one of the largest economic generators on the peninsula and critical to the economy of the district.

Leisure: Chichester Marina - Chichester Marina is the UK's second largest marina, located at the end of the old Chichester Canal, and opening out onto Chichester Harbour. It provides berths for over 900 boats and is the largest marina on the South Coast

Marine: Northshore Yachts – based at Itchenor, and with over 30 years experience in the boat building industry, Northshore combine traditional boatbuilding skills with the latest technology. The most recent addition to their range of yachts is the Southerly brand, which has become internationally recognised as the market leader for variable draft cruising yachts and received recent acclaim at the 2011 London International Boat Show.

Agriculture / Horticulture: Natures Way Foods – a leader in fresh produce manufacturing, supplying prepared bagged salads and fruit products to major retail and food service companies. Nature's Way operates from two cutting edge factories in the area, and was recognised in 2010 as one of the UK's top employers.

Manufacturing: Ocean Air - Selsey based Oceanair has been at the forefront of innovation, design and manufacture of marine blinds and shades for over 20 years. The company now supplies blinds to most of the world's leading boat builders, and in 2008 was honoured for a third time with Queens Award for Enterprise for outstanding performance in International Trade.

Fishing: Crab & Lobster- fisheries have a small but iconic role to play in the local economy, particularly in Selsey, where locally caught crab and lobster are in great demand both at Billingsgate for export, and in London and local restaurants.

4.2 Environment

The beach and sea – the shoreline of the Manhood Peninsula is one of the area's greatest assets, particularly from the commercial fishing and leisure perspectives. The open coast features sandy beaches for visitors and residents at its western end, and shingle banks (leading down to sandy beaches) with launching facilities in the east.

Chichester and Pagham Harbours provide shelter for the environmentally designated salt marsh environments and the wildlife associated with them. Additionally Chichester Harbour is home to a number of sailing clubs and their associated businesses.

Sunshine hours and weather - this area has the most hours of sunshine in the UK, making it a particularly good area for growing food, and tourism. Shielded from prevailing south westerly weather fronts by the Isle of Wight, the resulting micro-climate is attractive for tourism and agriculture, the area's two most important industries.

Light quality - the clearest atmosphere in southern Britain shows the night sky to its best advantage, a feature not overlooked by Sir Patrick Moore and colleagues when putting together the South Downs Planetarium project. In the rare instances when it is visible, there is even video footage showing the aurora borealis over Selsey. In addition to astronomers, an increasing number of artists have been attracted to the area due to the special quality of the light.

Harbours - environmental uniqueness is a feature of the Manhood Peninsula. The area is home to a number of important nature conservation sites in particular Chichester Harbour, Pagham Harbour and Bracklesham Bay.

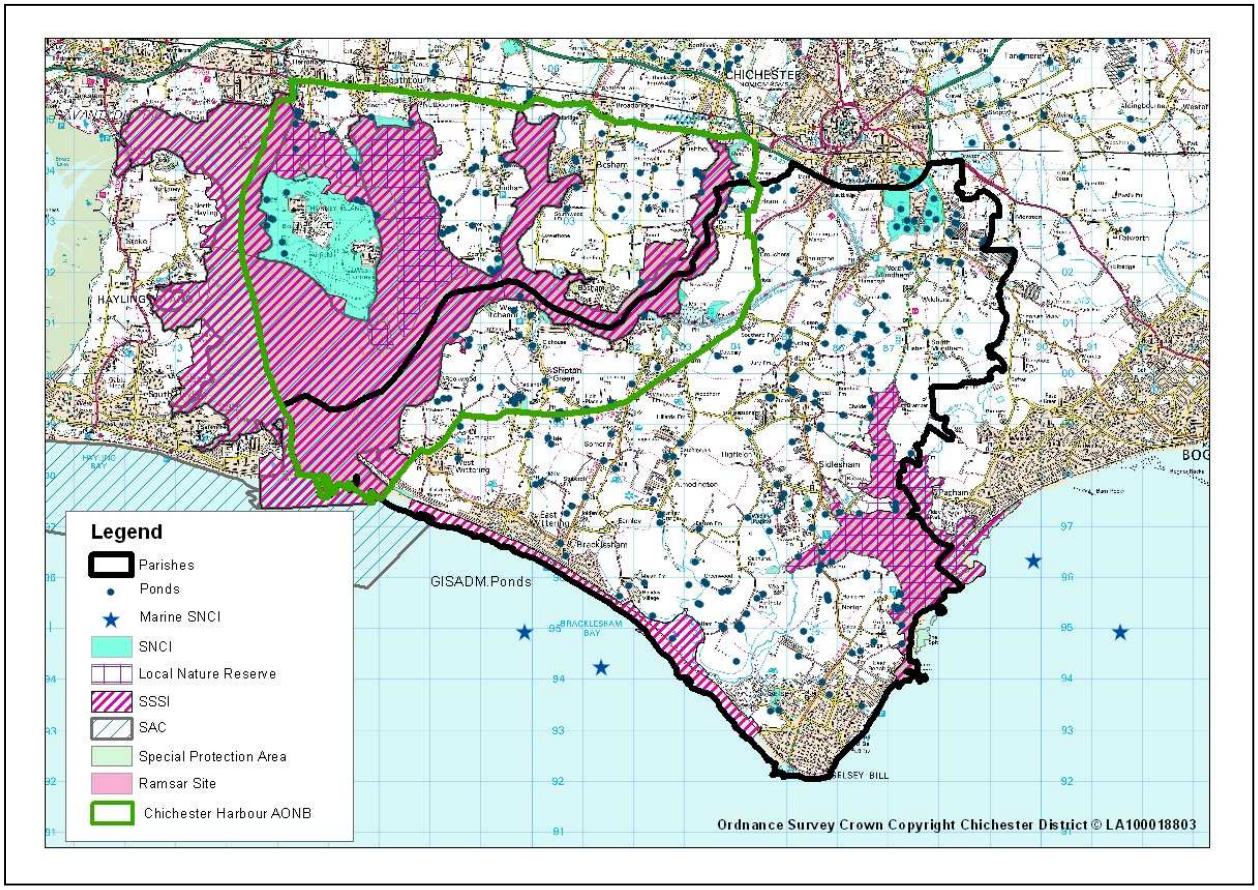


Figure 4.1. Map showing environmental designations on the Manhood Peninsula

Chichester Harbour and Pagham Harbour are part of a network of internationally important sites that have legal protection to make sure they are conserved. The Chichester Harbour AONB covers a significant part of the western peninsula as well as the harbour. The AONB is a designation for landscapes of national importance and a great asset to the Manhood Peninsula.

A section of Selsey's East Beach and the beach between Bracklesham and Medmerry Cliffs are designated nationally as Sites of Special Scientific Interest (SSSI) important for geological interest. The land where the Broad Rife loops inland at Bracklesham Bay is also designated as a SSSI for its plant and bird life and is run as a nature reserve by the RSPB. The forthcoming Medmerry realignment includes this area.

Medmerry – the realignment scheme was given planning permission in the summer of 2010 and works are scheduled to begin in the autumn of 2011. The scheme by the Environment Agency, the largest of its kind in the UK, was approved following extensive public consultation. Long-term protection against flooding will be provided for the B2145 - a major access road on the peninsula, the Sidlesham sewage works and electricity sub-stations. Future benefits of the project include public access improvements and the creation of new wildlife habitats.

Rural hinterland – rifes, ditches and hedgerows are such an important and integral part of the landscape, increasing the connectivity between coastal areas, Sites of Nature Conservation Importance (SNCI) such as Chichester Canal, and undesignated farmland. This is essential for the migration routes of species that include both birds and mammals

The network of inland waterways also includes ponds, which provide a local stronghold for many plants and animals. The Water Vole is of particular importance as an environmentally significant species. Hedgerows are traditionally part of the UK landscape and havens for wildlife such as rare species of mammals, moths, butterflies and trees.

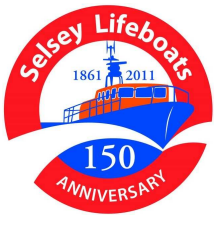
Chichester Canal - Chichester Canal is six kilometres of partly navigable channel running from Chichester Basin south of the city centre, and joining the harbour at Chichester Marina in Birdham. Just over three kilometres remain navigable at the Chichester end, on which Chichester Ship Canal Trust run regular trips between the Canal basin and the Crosbie Bridge at Donnington.

At the seaward end boats began using the canal for mooring purposes in the 1920's, because by then it was disused. This small section of the canal between Cutfield Bridge and Salterns Sea Lock, is dredged and used as a location for moorings.

Built environment – the peninsula is characterised by cottages and quayside buildings. Historic buildings include: warehouses; mills; quayside buildings; 16th century cottages; medieval churches; flint barns; timber framed listed buildings; Roman and medieval roads and footpaths and a number of medieval moated sites.

There are a large number of listed buildings scattered across the Manhood Peninsula among the villages and farms. Many listed buildings are manor houses such as Hunston Manor, a moated manor house built in 1670, which is now a listed Grade 2 building. A large number of unlisted historic buildings also make a positive contribution to the character of the area. A spread of medieval sites, mostly buildings, is represented in the archaeological record. The Norman ringwork at Church Norton is protected as a Scheduled Monument.

One of the most iconic buildings is the lifeboat station at Selsey. A lifeboat service was first established in Selsey during 1861, several years after the RNLI first came into being in 1824. During 2011 the Selsey Lifeboat celebrates 150 years of saving lives in the eastern stretch of the Solent.



4.3 Health and Wellbeing

Topography – the flat topography encourages outdoor pursuits such as tennis, sailing, cycling, riding, cycling and walking. There are many opportunities for taking part in sailing or

tennis, and yet the current provision for bridleways, cycle routes and footpaths is inadequate. However the base for building a network started when Saltern's Way and Bill Way were opened.

Community Groups - the Manhood Peninsula has many thriving village communities with clubs and societies to cater for all residents. These range from special interest groups such as photography and gardening clubs to sports clubs covering football, cricket, dance and other activities; to clubs focused on different age groups or genders, such as Scouts and Women's Institute and Lunch Clubs and those aimed at helping others such as the Manhood Mobility group, which offers transport to those in need.

The area has a large number of part-time residents, who own second homes or caravans in the area, as well as one-off stay visitors. These visitors and part-time residents are considered a valuable part of the community, bringing in money and helping to support local shops and services. However, local communities recognise the need to maintain a supply of housing appropriately priced for local residents. A number of schemes are being considered to support the building of limited supplies of new housing designed to be permanently available for local residents.

Community Centres:
Selsey Centre – this is a community centre located in Manor Road, Selsey. Opened in April 2007, the centre consists of three main rooms, a Conference Room, Dance Studio & Multi use Sports Hall. The latter two can be converted into one room named the Selsey Arena. There is also a Kitchen, WC's and Changing Rooms, and the entire facility is wheelchair friendly. The centre is home to a wide range of community activities and can accommodate large groups.

Bracklesham Park Community Centre – started by two residents and fostered by the Bracklesham Bay Community Association, this exciting project is a home to educational, social and recreational groups in East Wittering and Bracklesham. The new centre acts as a hub of community activity and people of all ages and from all walks of life benefit from this exciting facility, which was very much needed in the area. The scheme received Big Lottery funding, developer contributions and an award from West Sussex County Council.

4.4 Housing and Neighbourhoods
Towns and villages – eleven towns and villages on the peninsula contain areas designated as Conservation Areas for which Conservation Area Character Appraisals (CACAs) have been written. The buildings within these towns/villages are important because they preserve the character of each area, while enhancing the overall impression of the Manhood Peninsula.

4.5 Transport and Access
Bridleways, cycleways and footpaths – consultation has shown us that although people primarily visit the area for water-based activities, they also come to the area to ride, cycle and walk (Manhood Peninsula Destination Management Plan 2011 – 2016). Local residents lobbied strongly for the inclusion of off road routes within the Managed Realignment Area at Medmerry. Sustrans, the Manhood Greenway Project and the RSPB are in the process of assessing countryside access and habitat needs across the southern part of the Peninsula. Chichester District Council and the RSPB have collaborated on a bid for European funding, which if successful, will enhance bridleways, cycleways and footpaths across Medmerry and improve links into the wider Rights of Way network.

4.6 Priorities and objectives

Towards ICZM on the Manhood Peninsula seeks to address each of the Sustainable Community Strategy priorities and objectives as outlined in the table below. The responses were derived from previous consultation exercises such as Village Design Statements and the Going Dutch workshops.

Sustainable Community Strategy Priorities	Sustainable Community Strategy Objectives	*Towards ICZM on the Manhood Peninsula* response
Economy	A strong local economy where businesses can thrive and grow	Diversification and adaptability should be encouraged and supported where appropriate. Improve broadband services to businesses and private dwellings. Focus on eco-friendly high quality tourism. Recognise the contribution of farmland or horticultural land to the area character. Develop policies for horticulture. Improved foreshore facilities.
	Employees with good skills relevant to local employers, prepared for national and international competition and with well-paid and secure jobs	Ensure that the local schools and colleges and the University are producing more young people with training and skills relevant for the local employers and for the longer-term development of the economy.
	Vibrant and sustainable City and Market Towns with a good range of business and retail types	Attract, support and develop businesses that are suitable to the characteristics of the district and will provide secure jobs such as encouraging more hotels and restaurants into the area. Improve transport links onto and within the peninsula
	The District to be known as a centre for creative and innovative industries building on our rich arts and heritage base	Create links between local pursuits of fishing, water sports and tourism, using public art as a mechanism. Make provision to record and monitor historic sites and monuments at risk, including underwater sites considered integral to the area. Encourage the spread of information within the local community by facilitating exhibitions and special projects
Environment	Managing a changing environment	Enhance the landscape and habitats through partnership working arrangements such as the Manhood Wildlife project. Support the local Shoreline Management Plan policies and Coastal Defence Strategy recommendations.

		Ensure conservation of the SSIs and other designations within the area. Improve opportunities to make use of the beach, sea and hinterland as key environmental and visitor resources. Mitigate effects on habitats and species caused by increased population following large-scale development elsewhere in Chichester District. Provide a means of addressing the long-term spatial vision for the coastal area of the Manhood Peninsula including Chichester Harbour, that takes into account community needs, with reference to the Chichester Harbour AONB Management Plan 2009-2010, the Solent Disturbance and Mitigation Project and the Pagham Harbour Management Plan 2007.
	Greener living	Promote sustainable living such as reducing waste, increased recycling and the recovery of value and energy from waste, to local businesses and private householders. Support the provision and promotion of alternatives to private motor vehicles. Enhance public open space.
	Environmental resources	Achieve sustainable development by managing existing energy resources and exploring supplies of local energy – solar, wind, and water. Create additional water storage areas and new wildlife habitats.
Health & Wellbeing	A reduction in health inequalities	Encourage projects to reduce health inequalities
	Encourage healthy and active lifestyles for all	Encourage greater involvement with outdoor pursuits such as walking, by improving the provision of sport and leisure facilities such as bridleway, footpath and cyclepath networks.
	A culturally enriched and empowered community	Provide the means to address proposals for the coastline and coastal communities set out in Coastal Defence Strategies and Shoreline Management Plans.

		Promote leisure and physical activity in relation to the natural environment. Value and preserve the built environment of Manhood Peninsula villages as stated in Village Design Statements and Conservation Area Character Appraisals
	Services for older people	Investigate transport improvements for the elderly. More petrol stations on the peninsula
	Accessible health and wellbeing services in rural areas	Take into account recommendations in the Selsey Community Plan
	Health protection	The development of safe and secure living and working environments
Housing & Neighbourhoods	Increasing housing supply	Develop a long-term strategy for use as the basis for locating new housing sites including affordable housing.
	Vibrant, safe and clean neighbourhoods	Ensuring foreshore safety is prioritised as demonstrated in the Foreshores Management Plan 2011.
	Housing fit for purpose	Ensure housing is flood and climate change resistant Take into account recommendations for housing location described in Village Design Statements.
	Understanding and meeting community needs	Take into account recommendations in the Selsey Community Plan, Village Design Statements, Conservation Area Character Appraisals, Parish Plans and the Chichester Sustainable Community Strategy.
Transport & Access	Traffic management in the district will improve in order to reduce congestion	Improve traffic management on and off the peninsula. Local congestion to be reduced by providing car parks to service the Medmerry scheme. Working with local amenity sites to speed up car parking processes and reduce traffic queues
	Improved cycling networks and strong links to public transport to ensure that cycling is a viable alternative to using the car	Provide cycle routes linking many local tourist destinations
	Decrease in the numbers of road traffic collisions in the district	Bicycle friendly redesign of existing roads
	Easier access to services at a local level	Improved signage to destinations across the peninsula Improved public transport

Table 4.1 Sustainable Community Strategy priorities and objectives

5. Challenges

5.1 The big picture

In 2007, the Communities and Local Government Select Committee undertook an inquiry into English coastal towns [16]. Many successful cases of heritage led regeneration and economic diversifications were found, but the report also highlighted the complex issues shared by many coastal towns. None of these characteristics are unique to coastal areas, but combined with the particular environmental challenges found in coastal areas, coastal communities can be seen to face significant and specific challenges:

- Changes in tourism trends
- Lower employment levels
- Lack of Affordable Housing
- Seasonality of the poor coastal economy
- Need for economic diversification
- Inward migration of older people and outward migration of younger people
- Transport connections
- Business development

All these points apply to the Manhood Peninsula. Additionally the following points were raised in the Village Design statements, Parish Plans and Conservation Area Character Appraisals produced by/for the parishes listed in section 1.4, in Going Dutch on the Manhood Peninsula and Going Dutch II:

- Coastal erosion and flooding
- Coastal defences
- Water table and land drainage issues
- Regeneration, particularly in Selsey
- Environmental uniqueness of the Manhood Peninsula
- Expansion of the tourism product beyond the summer season
- Lack of tourist and recreation facilities on the peninsula
- The impact of increased human populations on Chichester and Pagham Harbours from large developments within the vicinity of, though not necessarily located on the Manhood Peninsula.
- The treatment of archaeology and historic environmental assets including underwater maritime heritage lost as a consequence of sea level rise and flooding.
- Provision for sustainable transport

Planning obligation mechanisms in the planning system are already mitigating the impacts of expanding populations adjacent to the peninsula.

While the Manhood Peninsula has a tremendous range of natural and community assets, there is a need to explore the above challenges to bring together and make the peninsula a better and easier place in which to live, work and visit.

5.2 Manhood Peninsula: physical and environmental challenges:

The beach and sea defences – over the past 150 years man has made a number of changes to this coastline. There have also been natural changes from flood events and erosion. For example 19th Century historical records at Pagham show that the harbour entrance was closed and the land reclaimed for agriculture. A storm event in 1911 changed this by breaking defences and re-opening the harbour to the sea.

Before the large concrete defences were built at Selsey in the 1950s, **erosion rates were among the fastest in the UK**. Concerns about building on low lying ground prone to flooding and erosion from the sea, and lack of integrated planning on the coastal plain were voiced by residents and experts during the Going Dutch and Going Dutch II workshops.

Significant changes have also been experienced at East Head at the entrance to Chichester Harbour. Here the spit has changed position in response to the effect of waves, sea currents sediment supply, and the alignment of the coastal defences (groynes, gabions and breastworks) around the Hinge at East Head.

Sediment is highly mobile along the open frontage. There is a major divide in sediment transport at Selsey Bill; sediment flows east from Selsey Bill to Pagham Harbour, and west from Selsey Bill to Medmerry, Bracklesham and the Witterings. Various beach recharges and recycling activities take place along the open frontage, the most noticeable of which is undertaken by the Environment Agency along the Medmerry frontage. The Environment agency recycles material along the Medmerry bank on an annual basis, and has historically replenished the beach from inland-quarried materials.

Shingle currently accumulates east of Bracklesham, partly due to the way it has been imported and recycled at Medmerry. The large quantity of shingle here, frequently buries the access ramp at Bracklesham in front of the Foreshores Office. This build up is gradually moving west along the Bracklesham frontage, which will benefit East Wittering in the long term due to the current sediment shortfall here fronting the developed area. At West Wittering and East Head, a lot of sand material migrates onshore from sandbars that originate on the seabed. Much of this forms the sand dunes at the back of the beach.

Access and movement – major concerns about traffic have been expressed during consultation, both at the Going Dutch workshops (2001 and 2008) and in the Selsey & East Wittering Visitor Survey 2010. This is partly because the peninsula is accessed at only two major junctions off the A27, and by a couple of smaller side roads. Traffic volume during peak holiday periods is also a contributory factor.

The A286 provides access to the west side of the peninsula as far down as Birdham. At Birdham the road branches into the B2179 for access to East Head and the bathing beaches at West Wittering; and the B2198 to Earnley and Bracklesham. These two roads turn towards each other parallel with the coast, and join up at East Wittering creating a circular route in the southwestern corner of the peninsula. A minor route onto the west side of the peninsula is Appledram Lane South, linking Fishbourne and Dell Quay, and then joins the A286.

The B2145 is a main road directly linking Selsey to the A27, carrying the bulk of domestic and commercial traffic from outside the Manhood Peninsula to Selsey and local businesses. A minor route onto the east side of the peninsula is Vinnetrow Road, which leaves the A27 at a third junction, and then curves round to join the B2145.

Links across the peninsula are via a handful of options created by an extremely limited network of small roads. These are useful only for very local traffic and not as a major cross-peninsula transport network. Cyclists encounter similar problems because cycle routes are situated either in the west or east of the Peninsula, not linking across.

Signage is adequate from the main linkages on the A27. The Highways Agency brown signs on the main trunk roads such as the A27 and B2145 give a good indication of places to visit on the peninsula. However few signs show alternatives for traditionally crowded locations such as bathing or surfing beaches.

Transport – the peninsula highway system is little changed from 100 years ago, when it served the agricultural industry, fishing interests in the Selsey area, the limited coastal shipping industry at Dell Quay, and a much smaller human population.

Transport is now therefore a major problem in the area. Traffic congestion southward from Chichester to West Wittering is acute from May through October. Although this congestion is at its worst at the weekends during summer holidays due to the attraction of West Wittering beach for day-trippers, it is also an issue for locals at many other times. Fortunately, locals are able to make use of back roads across the peninsula, not so well known to the day-trippers. As a result, moves to displace tourists from the congested roads onto other routes may well be regarded negatively by locals. This also applies to suggestions to close some of the roundabouts on the A27 (eg Stockbridge and Hunston), which may also restrict local people's ability to avoid the congested A286.

The A27 is also a major issue of concern for locals and through traffic. As the peninsula, by its very nature, is a cul-de-sac there are often queues exiting the Manhood onto the A27. Many Manhood residents believe that a fast-through road should be constructed north of Chichester that will interact less with local traffic entering Chichester. This may be a long-term aspiration but unlikely to happen in the near future. Any short-term plans to change the current configuration of the A27 exit points need to take into account road usage and congestion on the Manhood, particularly the frequent congestion on the A286 and B2145, and the undesirability of sending large amounts of traffic across the peninsula.

The less-used rural roads of the peninsula are perceived as both an asset and a handicap. They are more suitable for cycling and horse-riding than the other roads in the area, which makes them popular with local residents and visitors as a recreational facility and, therefore, a potential asset for the community's environmental tourism aspirations, new cycle paths and bridleways linking Birdham and Sidlesham with Medmerry via Almodington Lane. The handicap is that lorries servicing local commercial and horticulture businesses in the area also use these roads. This is a potential conflict that needs to be carefully considered in future planning strategies.

A similar argument applies to the B2145, the main road to Selsey. The road to Selsey has not kept pace with the large increase in the town's population. On the negative side this may deter new businesses from setting up in the town, put off day visitors and make it more difficult for people to commute to work from Selsey. On the positive side, some locals don't want an improved B2145 because it acts as a traffic regulator, and it may encourage residents to shop locally Future significant development in Selsey however, should ideally be linked with upgraded access.

Public Transport - the largest communities on the peninsula, Selsey and the Witterings, are well served with buses. However, bus fares are expensive for those without passes. Also bus links across the peninsula are infrequent and there are threats to cut evening and Sunday services. There have been no studies undertaken to examine whether increased use of public transport could improve the area's traffic problems such as the provision of a dedicated bus-lane in Stockbridge, subsidising bus fares for full-paying passengers or other initiatives to change people's habits.

5.3 Manhood Peninsula: demographic and social challenges

Consultation revealed that those living in the area had made an active choice to live there. They love the rural and coastal nature of the area, the village communities, the variety of things to do and places to go, and the range of facilities in Chichester. However, even the most positive of people felt serious concern about the changes happening now and about how their views were being heard and represented. As the most densely populated town in

the Manhood Peninsula, and the area with the most diverse demographics, Selsey demonstrates a cross section of difficulties encountered across the peninsula.
A lack of infrastructure is seen as stifling development or progress, which would improve local amenities and services.

Coastal protection – although the District Council does not have a statutory duty to provide coastal protection, the vast majority felt provision of this service important. Information about coast protection was thought inadequate.

Interviews conducted for a Coastal Literacy study in 2010 found that members of the public considered hard engineering the best option for coastal defences. This was in fact the option recommended for Selsey by the Pagham to East Head Coastal Defence Strategy. However the Coastal Literacy study concluded that this response by the public was partly due to a lack of knowledge about the alternatives that could be applied, particularly to some specific non-urban frontages such as Medmerry (see TICZM Section 5.2 Manhood Peninsula: physical and environmental challenges: the beach and sea defences).

When viewed from the parish or ward perspective there are extreme contrasts within the peninsula. At its most fundamental there is an east/west split due to the lack of decent connections between the Witterings in the west and Selsey or Pagham in the east. Further divisions in affluence and priorities are also found in these geographic areas, however residents regard the diversity of the peninsula population favourably.

5.4 Manhood Peninsula: economic and branding challenges
A number of important local economic drivers are present on the coastal plain, particularly tourism and market gardening. The marine environment directly fosters economic drivers such as fishing and water sports. Many consider that the fishing industry in Selsey is an important part of the locality. Coastal walks are popular with visitors, while water based activities and watching boats attract others.

A recent visitor survey [(55)] noted that the clean beaches and sea were highly rated. However, although the range of activities available was considered reasonable, facilities such as toilets and cafes were found lacking.

The survey also noted that the amount of traffic detracted from the experience of the area. Parking charges at West Wittering Beach were perceived as high by some summer visitors, however the Selsey Wittering 2010 report noted that 42% of those questioned felt the charges were reasonable [(55)]. A few visitors thought Selsey and the Witterings had a ‘dated look’ [(55)]. Conversely many respondents said they visit the peninsula for its beaches, and because it is regarded as a peaceful area with old fashioned charm.

6. ICZM: The Vision

The following chapter explores the recommendations from the Going Dutch Workshops held in 2001 and 2008. Subsequently other projects followed, which pushed the recommendations forward and suggested ways of implementing the ideas.

The first conclusion reached by Going Dutch in 2001 emphasised the need for a new long term and integrated approach to coastal management. However the number of parties involved in UK legislation makes the adoption of this process protracted. The table in Appendix Two demonstrates the complexity of legislation in the UK coastal zone.

> *A new long term integrated approach is needed for both planning and coastal management in the UK, which takes into account the effects of climate change. This approach should link together land use planning, coastal management, water management, housing development, infrastructure, transport, economic, employment and social issues, and should be based on a long term vision.*
>
> *Management of the coast and planning of the coastal plain, in particular, must become more integrated and greater planning constraints placed on coastal and river flood plain areas. Exposure to natural hazards, such as flooding, should be reduced by planning.*
> (Going Dutch 2001)

The Going Dutch II participants urged Manhood Peninsula residents to 'plan your future as well as your sea defences' By looking ahead and maximising your potential, you will increase the importance of protecting your area but you will also be able to judge better what type of coastal management is preferable for your economy and environment.'

The following key conclusions and recommendations from the Going Dutch reports provide the framework for an area vision, applicable to the concept of ICZM and spatial management for the Manhood Peninsula:

6.1 The area's potential

The peninsula should be marketed and branded more, bringing it to the attention of a wider range of people who could bring more money into the area. Think of marketing the area's products, which can be food products such as Selsey seafood, but also 'products' like clean air, bright light, good climate, sandy beach, quality of life, etc. Make sure that visitors stay for longer than just a day: encourage the creation of more facilities such as hotels and B&Bs, holiday homes, restaurants, cycle ways, surf, beach and diving facilities, horse riding, fishing etc.

6.2 Reducing the divide

The peninsula is sometimes perceived as being divided into two parts, the east and west. Investing in and upgrading Selsey and establishing good quality tourist attractions, such as a lobster and crab restaurant with stunning views across the sea, plus creating cycle ways across the peninsula, will encourage movements from one part to the other and mix the two, strengthening the area as a whole.

It is also important to recognise the relationship between tourism on the Manhood Peninsula, Chichester, and the South Downs. Relating the three will produce a stronger tourist product of direct benefit to the peninsula.

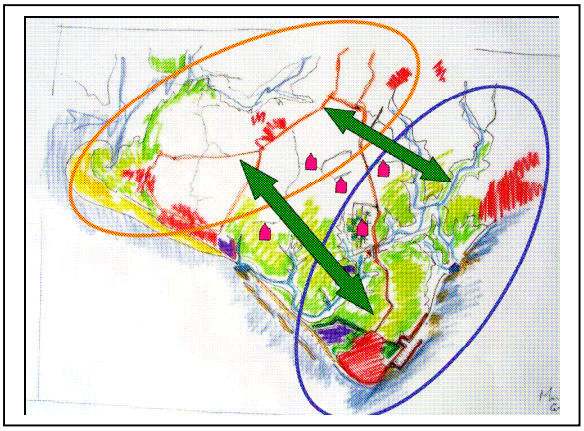


Figure 6.1. Reducing the divide. Intertidal landscape in combination with cycle ways and additional B&B accommodation could reduce the east -west divide on the peninsula [32].

6.3 Holistic approach

Coastal defence must be looked at holistically, i.e. in an integrated manner: from Pagham to East Head and including the hinterland; don't divide the coast into parts and find a solution for each part; or expect landowners to finance their own solutions. Even when looked at holistically there may be a need for different defence options along different stretches of coast, but that decision should be based upon a wider perspective.

6.4 Hard or soft sea defences

The peninsula, which is not densely populated and has difficulty attracting new industry or non-tourist based commercial activities, is unlikely to be able to justify an expensive, hard 'everlasting' sea defence unless it is going to be developed for more housing and business. The geographic shape of the peninsula and poor road infrastructure is unlikely to attract large employers or businesses. However too much development will mean the area will lose its unique selling points (i.e. its environmental features) and it will become "one of many".

Meanwhile, the fact that the land is sinking and sea levels are rising mean that defences will always need constant maintenance, along some stretches of coastline more than others. Existing defences will need to be raised by 0.5m to meet current sea level rise predictions. Maintenance costs of hard sea defences will increase because there will be more resistance to the natural forces. Alternatively, working with natural forces will allow nature do its work and create a more sustainable defence, as expected from the Medmerry managed realignment scheme. Wider benefits and opportunities for use as a recreational resource are also anticipated.

6.5 Main economic forces

Tourism and agriculture are the main economic forces at the moment. Going Dutch II recommended that they should both be developed together with the coast and the landscape features to provide mutual benefits.

Economic and infrastructure goals should include:

- Creating higher rated employment.
- Upgrading recreational facilities.
- Developing the local economy.
- Better beach and sea defence management.

Economic and social goals can be achieved by:

- Recognising the core qualities of the area such as the fact that it is a rural idyll close to major urban areas in southern England and so make the most of and enhance the area's natural assets such as beaches, sheltered natural harbours and unhindered sea views.
- Recognising the economic importance of tourism and agriculture and enhancing and increasing these products. A great many tourists visit the Manhood Peninsula, however many of them are just day visitors. Lengthening their stay will boost the local economy, and this can only be successful when there are more possibilities for small-scale accommodation, such as B&Bs in old cottages and farmhouses.
- Combining existing employment sectors e.g. horticulture / agriculture and tourism. Local produce can be used to promote tourism and vice versa. Stating an intention to promote high-quality tourism will encourage private investment in to the area, such as the establishment of small hotels, good quality B&B's, restaurants serving local produce e.g. lobster, etc. These issues were investigated in the recent Manhood Peninsula Destination Management Plan 2011 – 2016 [(36)]
- Looking at and plan the area as a whole, including sea defence. This implies planning for coast defence on the scale of coastal cell management. Develop strategies that make sense on the level of a coastal cell, but also on a regional scale, not just along the frontage.

Going Dutch II thought the creation of an organisational structure comprised of local and regional authorities and community representatives would be beneficial. It would help develop the area and fund sea defences with an integrated and medium term approach that would maximise its assets, be sustainable, and allow the area to benefit economically while protecting and enhancing residents' quality of life. This led directly to the creation of the Manhood Peninsula Partnership.

6.6 Long term vision

With a vision for the area, which looks ahead and maximises the area's potential, you can be a better judge of the type of coastal defence and management necessary for the area's economy and environment.

A long term vision for the future would create more room for recreational facilities, better anticipation of climate change, allow Selsey to develop as a more attractive recreational centre, create a Medmerry Harbour as an economic asset. On the other hand, uncoordinated actions by individuals tend to aim at short-term solutions, which may not only be less cost-effective but may prove also to be a hindrance to more integrated and better solutions.

The following tables outline further aspirations and recommendations from the Going Dutch workshops in 2001 and 2008:

Going Dutch On The Manhood Peninsula 2001

Sector	Aspirations
Coastal Management	No new development along the seafront
	Consider the retreat of built up areas
	Relocate Bunn Caravan Park to a safer location. Bunn Leisure is currently situated below the 5m mark
	Prepare for accelerated coastal erosion by allowing the broadening of hard and soft sea defences, including the removal of some shoreline properties.
	A mixture of hard and soft defences should be used to enhance the natural characteristics of the area, creating a more attractive environment and increasing the area's economic potential, particularly by upgrading its tourism and recreational features.
Future Housing	Golden rule: No new permanent development below the 5m mark (this was according to PPG25, subsequently replaced by PPS25 in March 2010).
	Above 5m: safe building zone
	Between 4 and 5m: intermediate zone. Can be used for a mixture of functions, with moveable structures.
	Include restoration of the canal as a feature in new developments south of Chichester
	Create a Blue Belt round Chichester - a completely new water based landscape comprised of the canal, the gravel pits, the River Lavant, new housing developments south and east of Chichester and the A27, the new horticultural sites east of Chichester.
	Urban waterfronts using the canal, gravel pits and new housing development. Create Chichester Lake Park
	No new development until road infrastructure has been improved.
Infrastructure and Transport	Park 'n' Ride hub near Chichester Marina linked to cycle routes accessing many local tourist destinations including Chichester, Pagham Harbour, Fishbourne Roman Palace
	New main road between Chichester Marina, the proposed hub and the A27
	West zone of peninsula – limited car access for non residents
	East zone of peninsula – bicycle friendly re-design of existing roads
	Strengthening the causeway at Sidlesham Ferry nr Pagham Harbour
	Improve junctions at the A27
	Use the gravel pits for fresh water storage
Horticulture and Agriculture	Planning policy for horticulture. Relocation and concentration are key factors.
	Relocate businesses from the central peninsula to the east – reduce lorry movements on small roads
	Grow saline crops to accommodate increasing salinity resulting from rising sea levels

Table 6.1 Going Dutch On The Manhood Peninsula 2001

Going Dutch II 2008

Sector	Recommendations
Coastal management	Consider beach nourishment at Selsey Bill seriously
	Consider the overall view of the entire coastal zone first (challenges and opportunities for the area, desired quality and risk), only then decide on the defence strategy
	Consider the long term first and only then decide for the short term
	Adopt coastal cell management rather than frontage management
	Adopt integrated coastal zone planning and management
	Ensure safety by making improvements to flood defences for example. This will attract investment and create economic wealth.
	Work with natural processes to create more economic assets, such as beaches.
	Follow sea level rise. All major structural works need to take into account expected sea level rise, at least for the duration of their functional lifespan.
	Build a small scale harbour for fishermen and tourists.
Infrastructure and Transport	Better access to the A27
	Concentrate car traffic on the two main roads, and make the others safe for cycling by restricting users to locals and cyclists.
	Create a cycle network across the entire peninsula
Economy	Create higher rated employment
	Upgrade recreational facilities
	Develop the local economy
	Combine existing employment sectors such as horticulture, agriculture and tourism
	Stimulate tourism
	Encourage tourism spend into the wider area and market the whole peninsula as a product.
Community	Recognise the core qualities of the area, such as being close to other large urban areas.
	Enhance the area's natural assets such as beaches, sheltered natural harbours, unhindered sea views
	Use spatial planning for the whole peninsula, and include sea defences in the plans
	Work with the local community to create a local vision and plan to stimulate the local economy
	Promote high quality tourism
	Use and enhance what is already in the area such as cycleways.
Plan for middle not short term.	Allows planning to take place on the scale of landscape systems
	Allows the less wealthy to gain as well
	Is more environmentally sound
	Is more cost effective
	Creates opportunities for local development
	Allows confidence in the future

Table 6.2 Going Dutch II 2008

Common themes can be identified in the tables above, particularly the need for improved road infrastructure and the importance of tourism to the area.

6.7 Aims and conceptual considerations

The proposed remedies for many of the problems identified involve the need for short-term direct actions and long-term objectives. Another remedy is inward investment which, on the Manhood Peninsula requires confidence in coastal protection.

Promoting the character of the peninsula and consideration of local priorities was termed Local Distinctiveness in the Manhood Peninsula Destination Management Plan 2011 [(35)], in which a number of sustainable tourism aspirations were suggested.

The idea draws on a number of features:

- Natural features – the landscape; characteristic habitats; vegetation; wildlife.
- Man-made features – the urban landscape, architectural styles; building materials; field boundaries; visitor attractions and historical sites.
- Heritage, culture and traditions – history, famous people (both living and past) cultural mix; events; festivals; music and the arts.
- Produce and industries – food and drink; crafts; shops and means of production such as farming, fishing, mining and industrial manufacture.

There was a strong feeling that the East Beach end of Selsey where the fishermen process their catch was ready for regeneration, and to this end a scheme was proposed.

6.8 Selsey East Beach Regeneration

In 2009 the Council commissioned a masterplan for regeneration in Selsey. The Selsey East Beach Regeneration [(58)] scheme made the following suggestions:

- The Hub: a building including sea fish cookery school and marine centre
- Play and sports zone: a coastal themed play area, maritime adventure play area, and wheel / ball and skate park
    - The Seafront strip: a new paved walkway with attractive seating areas and co-ordinated street furniture, an outdoor performance/event space and the planting of willow trees and other native coastal species.
- Improvements to East Beach car park
- Improvements to East Beach Pond including a cycle friendly route adjacent to Cycle Network Sustrans route 88 Pagham Harbour to Selsey
    - Improved signage and interpretation
    - New tree planting of local species / provenance to strengthen southern perimeter and increase planting in and around parking area.
    - New willow planting to pond edges.
- Orchard Parade: improve the public realm and enhance the Grade II listening post.
- Wider links: improved circulation trails linking the local nature reserve to the seawall via the car park and interpretation to support this.

In 2010 many more ideas were put forward as a result of public consultation by the Selsey Coastal Trust Pre Trust Group.

6.9 Selsey Coastal Trust Project

It is hoped that the Selsey Coastal Trust will gain full trust status in 2011. Before then it must have completed a program of work with the community and special interest groups to develop and test proposals to regenerate a number of sites or amenities around Selsey. The projects will have to be self-funding and provide mitigation for local coastal change.

Proposals will seek to enhance and utilise the natural assets of the coastline around Selsey, and where necessary, include physical interventions to address specific issues such as coastal erosion, or to provide amenities for existing users funded in part through private enterprises. This initiative is aimed at the residents and visitors who use and enjoy Selsey today. The concept of the Selsey Coastal Trust already has the support of Selsey Town Council, Chichester District Council and several community groups.

Consultation design workshops were organised by the Selsey Pre Trust Group and run by the South Coast design Forum during autumn 2010 (61). During these sessions members of the community were asked to offer ideas about how to regenerate a number of sites in Selsey.

- Oval Field - an observatory was proposed at Oval Field. The concept involved setting the building into the seaward facing side of a landscaped bank. The observatory would be built on a series of concrete concave units. In summer the concave units could be used as beach huts equipped with removable frontages. In winter the frontages can be removed and stored, allowing the units to function as sea defences and wave reflectors.
- East Beach Café - the café would be built on stilts, on the same level as the sea wall and uppermost slope of the beach. In front of the café is the beach itself, giving direct access to the café for beach users. Underneath the café is an open area, which can be used either for storage in winter or a covered market in summer.
- Kiosk - the proposed kiosk would be styled to look like an armadillo, a metal canopy that can be folded over the kiosk in winter like a large shell affording protection from the elements.
- World's Longest Bench - a project linking the ideas above is a continuous bench that functions as a sea wall, but also as a work of public art. Inspiration was taken from the Longest Bench in The World in nearby Littlehampton designed by award winning London-based designers Studio Weave.

The common themes to all the suggestions and recommendations are work with the natural environment, improve the human environmnt.

6.10 Transport Vision

A number of proposals have been made regarding transport improvement. Transport has been identified as a major impediment to access on and across the peninsula. Although this isn't always negative because it ensures that the quiet rural ambience is maintained, transport is in need of a major overhaul.

Two measures have been suggested by Brian Waters, MPP project leader (14).

1. The provision of under or over passes on the A27 to obviate some of the traffic queues, together with other work to accommodate increased flows on the trunk road. This is on the assumption that re-routing the A27 north of Chichester is unlikely.

2. The second was tied into the District Council and Chichester City Councils' proposal for the 'Southern Gateway' to Chichester itself, an idea to enhace the city overall. The proposal was originally discussed in a paper to the 2003 International Conference on Coastal Management by Cobbold and Waters (The Manhood Peninsula – Coastal Zone Management in Practice).

It has the advantage of staged implementation. The proposal is for one grade separated junction on the A27 between Chichester and tangmere. The purpose is to utilise this to feed a brand new road down to the railway, and there build a new station, 'Chichester Parkway', with assorted car parking, minibus feeder, refueling (including electrical chargers) and other

services. This would take traffic off the existing Chichester Station approach and assist the Southern Gateway Project.

In due course this road should be extended as a totally new route to a hub located near to the north of Sidlesham. The 'Hub' and associated parking would be a focal point for local cycle ways, footpaths and minibuses. Later still, a link across to the A286 could be constructed.

The intention would be to save existing highways for slower vehicles, cycles and horses; provide a relief to villages such as Hunston; and allow an emergency access / egress route to the peninsula. It is based on the expectation of increased tourism and a greater number of 'staycation' breaks, requiring better access while maintaining the the attractive ambience of the peninsula.

6.11 *Towards ICZM* Workshop

The most recent vehicle for exploring issues on the Manhood Peninsula was the Towards ICZM Workshop [(65)] held on 6th April 2011 and run by the charity CoastNet, one of Chichester District Council's partners in the Coastal Change Pathfinder Project. Approximately 55 people from a variety of backgrounds and interests attended. Among them were representatives from Chichester District Council; local parish councils; local natural environment and heritage organisations; businesses; West Sussex County Council; Natural England; RSPB and the Environment Agency.

The workshop was set in the context of ten years of coastal management on the Manhood Peninsula, and was designed to:

- Evaluate research, ideas and proposals from 10 years of integrated thinking
- Map ideas and identify conflicts that can be resolved through the planning process at both District and County levels
- Identify which solutions are best delivered by other partners, and how and when the community can contribute.
- Deliver to Chichester District Council the basis for an integrated policy for the Manhood Peninsula

It was acknowledged there are new approaches on the horizon that will have a significant impact on the planning process. Five key drivers were identified making integrated planning for the Manhood Peninsula a necessity:

- Localism Bill and 'Neighbourhood Development Plans'
- Localism Bill and Community Infrastructure Levy
- PPS25 and designation of Coastal Change Management Areas
- Manhood Peninsula Destination Management Plan
- Medmerry Managed Realignment Scheme

Delegates were presented with a number of reasons for considering ICZM now:

- To summarise everything happening on the Manhood Peninsula
- To ensure the best use is made of current scarce resources
- Create a plan that will ensure issues have been considered and prioritised, in preparation for an improving economy.
- To give planners and developers a definitive guide to acceptable development on the Manhood Peninsula

Delegates were divided into groups addressing the themes of Transport, Environment and Water Management, Economy, Infrastructure, Housing, and Community. They were then asked to review the Threats, Opportunities, and Aspirations affecting each theme using their expertise and experience to inform the outcome.

The most important of these, from the planning perspective, was considered to be the ‘threats’. The groups were asked to identify the top two most significant threats and resulting conflicts affecting the theme under discussion by their group.

The Medmerry realignment was thought to provide an excellent opportunity to produce a peninsula-wide premium tourism product that would reduce the area’s reliance on beach-based tourism; overcome the peninsula’s east/west divide and encourage tourism in the rural hinterland.

Future development in both business and housing sectors should be assessed to determine whether it would have a detrimental impact on the area’s environmental quality, and how it would impact the local tourism economy.

The discussion then revolved round resolving the conflicts. The general consensus was that spatial planning could be a difficult business, especially in coastal areas like the Manhood Peninsula where there are often multiple competing demands. Furthermore, the impacts of climate change on the coast require long-term thinking and signal the need for significant change in vulnerable areas.

7. Objectives & Action Plan

Introduction and SWOT Analysis

An analysis of strengths, weaknesses, opportunities and threats (SWOT Analysis) was carried out for the Manhood Peninsula Destination Management Plan (2011), following public consultation workshops and an analysis of key policy documents. *Towards ICZM* required further expansion of the SWOT Analysis to include reference to affordable housing, and businesses such as horticulture. The revised SWOT can be found in Appendix 4: SWOT Analysis. The following list is a summary of the SWOT Analysis in Appendix 4.

S. The main strengths of the peninsula were found to be the natural environment, the coastal landscapes, the opportunities for year round tourism and proximity to other centres of interest such as Chichester or the South Downs.

W. Weaknesses were perceived as lack of awareness of human impacts on the natural environment, poor infrastructure particularly roads, lack of visitor facilities, lack of accommodation, and lack of a plan for the Manhood Peninsula.

O. There are opportunities to help the tourism and leisure industries expand by providing better cross-peninsula links for horse riding, cycling and walking. Improved facilities for beach users and the opportunity to build housing able to accommodate the consequences of climate change were also noted.

T. External threats were perceived as increased visitor numbers impacting the natural environment and problems associated with being a peninsula such as road infrastructure and traffic congestion. A coherent policy concerning visitor facilities such as showers and toilets was felt to be lacking on the peninsula.

Although a number of weaknesses and threats were identified, they were far outweighed by the opportunities offered by the peninsula. External threats however, must not be underestimated in terms of their potential impact.

Action Plan

The findings of the SWOT Analysis are reflected in the projects and aspirations suggested in the following Action Plan. The sections in the Action Plan originated in the Sustainable Community Strategy, while the content was derived from Parish Plans, Village Design Statements, Conservation Area Character Appraisals, Going Dutch on The Manhood Peninsula, Going Dutch II, Medmerry Aspirations, Sustrans access links and others.

Timescales

Action planning focused on short to medium term actions that ensure that the peninsula is prepared for change, or that influence the local planning authority to ensure that climate change is integrated into spatial development policies. The following timescales were used in the action planning tables:

SHORT: Within 1 year
MEDIUM: Between 1 and 5 years
LONG: 5 years plus

Regions of Interest

The following map shows the study area and regions of interest as reflected in the action plan.

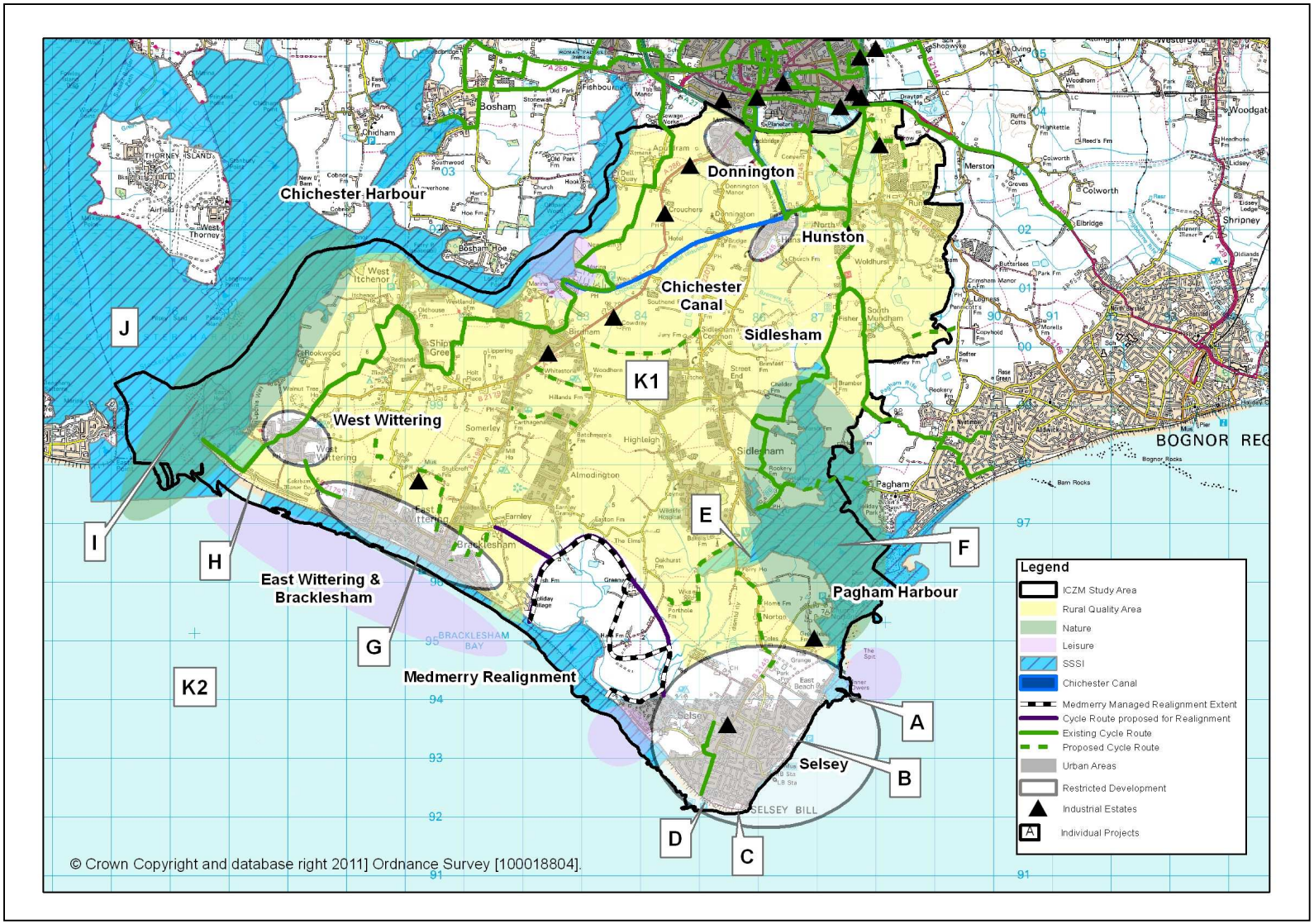


Figure 7.1 Map showing the study area and regions of interest on the Manhood Peninsula

Project	Description	
A	East Beach dive centre	Selsey East Beach Regeneration
B	Coastal promenade / footpath	SCT
C	Oval Field coastal observatory	SCT
D	Hillfield Road cafe	SCT
E	Pagham Harbour visitor centre	RSPB
F	Pagham Harbour adaptive management scheme	RSPB
G	Bracklesham showers and toilets	Foreshores MP
H	Cakeham Manor sand dune stabilisation	Cakeham Manor
I	East Head	East Head Coastal Issues Advisory Group
J	Chichester Harbour AONB environmental enhancement schemes	Chichester Harbour Conservancy
K_1	Environmental protection schemes - inland	MWHG
K_2	Environmental protection schemes - nearshore	MWHG

Table 7.1 Individual projects itemised on the map above showing the study area and regions of interest on the Manhood Peninsula

The table above shows the location of individual projects proposed by the Selsey East Beach Regeneration scheme, Selsey Coastal Trust Pre-Trust Group (SCT), RSPB, the Foreshores Management Plan and other groups.

The local preference is to retain the natural ambience of the peninsula. However Village Design statements indicate restricted development would be considered appropriate around the existing towns and villages shown above, particularly in relation to affordable housing and small new business start-up.

Links between Chichester and Pagham Harbours, and the realignment scheme at Medmerry are considered of great importance. The map shows existing cycle routes in the east and west of the peninsula, and the location of the proposed links round the Medmerry realignment. Also shown are the proposed routes across the peninsula being considered by Sustrans and the Manhood Greenways Project. Quiet country roads running across the heart of the peninsula link many of the proposed routes.

ACTION PLAN

7.1 Economy

TICZM – *Towards ICZM*

7.1.1 Businesses

Sector	Delivery Objectives	Timescales	Delivery Agencies / partners	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Businesses	Make provision to protect the economy and character of the area	Medium	Chichester DC; West Sussex CC; Chamber of Commerce; parish councils; training agencies; government training programmes and other relevant bodies.	Protect businesses from change of use by maximizing their potential in their given field of expertise. TICZM 7.4 Neighbourhoods: 7.4.12 West Itchenor 7.4.13 West Wittering	**Funding:** for premises; training facilities; advertising and promotions; upgrading working conditions and facilities **Source:** Developer funding and contributions; Leader funding; small business grants and loans from national government or banks;	**Risks:** insufficient turnover of funds due to economic conditions **Contingencies:** Determine whether the economic climate will continue to support a business or allow expansion of existing.
	Provide the means for assistance with new business start up.	Medium	Local Strategic Partnership, Chichester DC, West Sussex CC	Investment in training using training agencies; government training programmes; higher education; apprenticeships.	**Funding:** For premises, training facilities **Source:** New Enterprise Allowance and other government	**Risks:** Insufficient work to justify training; **Contingencies:** Determine whether the economic climate will support

					funding streams	new business.
	Make provision for the maintenance of flood defences, the failure of which leads to flood damage of local businesses and destruction of transport infrastructure.	Short	Chichester DC; West Sussex CC; Environment Agency; Selsey Coastal Trust, Local Flood/ Erosion Defence Groups (e.g. West Wittering FDG)	Implement flood and coastal risk management policy as set out in the Pagham to East Head Coastal Defence Strategy	**Funding for:** Flood defences, access **Source:** Developer funding and contributions; national government; local funds	**Risks:** flooding causing damage to business assets and property **Contingencies:** Carry out maintenance work is as specified in Shoreline Management Plans and Coastal Defence Strategies
	Facilitate businesses by offering improved, faster broadband services.	Short	British Telecom and other facilities companies; WWSC	Service delivery plans of British Telecom and other organisations Recommendations of the Coastal Change Pathfinder ICZM Working Group 2010.	**Funding:** To improve telecom connections **Source:** Developer funding and contributions	**Risks:** slow business transactions causing reduced business transactions. **Contingencies:** Determine service delivery plans of BT and other service providers
	Review A27 access points to ease congestion	Long	Chichester DC; West Sussex CC; Apuldram Parish Questionnaire; Parish Plans; Village Design Statements	TICZM 7.5 Transport Access: 7.5.1 Roads	**Funding:** TICZM 7.5 Transport Access: 7.5.1 Roads **Source:** TICZM 7.5 Transport Access: 7.5.1 Roads	**Risks:** TICZM 7.5 Transport Access: 7.5.1 Roads **Contingencies:** TICZM 7.5 Transport Access: 7.5.1 Roads

7.1.2 Agriculture / Horticulture

Sector	Delivery Objectives	Timescales	Delivery Agencies / partners	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Horticulture	Identify areas not suitable for horticulture businesses on the peninsula.	Medium	Chichester DC; West Sussex CC; Local businesses	Investigate conflict between agriculture and horticulture landuse to determine long term impact on tourism/ environment/ infrastructure. Recommendations and objectives in Going Dutch 2001, Going Dutch 2008, ICZM Working group 2010	**Funding:** For premises, infrastructure, transport links **Source:** private	**Risks:** Increased traffic congestion. Impact on wildlife areas **Contingencies:** Refurbish existing greenhouses
	Encourage collaborative working between business and the community	Medium	Chichester DC; West Sussex CC; parish council; Selsey Coastal Trust (Pre Trust group); local businesses – all sectors; Selsey Fishermen's Association; Selsey Business Partnership; MPSG	Recommendations and objectives in Going Dutch 2001, Going Dutch 2008, ICZM Working group 2010 Encourage local businesses eg Bunn Leisure, Nature's Way, the fishing industry - to work with the community creating new ventures such as:	**Funding:** for co-ordination and liaison of events **Sources:** private; grants; developer funding and contributions	**Risks:** lack of public response; disruption to business; health and safety issues re presence of the public on a working site **Contingencies:** promote individual business sectors

				- Seafood and Salad Festival - Flower walks and cycle paths around greenhouse areas		

7.1.3 Tourism and Leisure

Sector	Delivery Objectives	Timescales	Delivery Agencies / partners	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Tourism and Leisure	Provide the means to support eco-friendly, high quality tourism to encourage visitors to stay longer without increasing peak summer visitor numbers.	Medium	Chichester DC, West Sussex CC, Visit Chichester; Selsey Coastal Trust Project; tourism and leisure businesses	Extend the tourist season into spring and autumn by targeting different markets and sectors such as walkers, cyclists and bird watchers. Recommendations and objectives in Going Dutch 2001, Going Dutch 2008, ICZM Working Group 2010, Destination Management Plan 2011 TICZM 7.4 Neighbourhoods: 7.4.10 Selsey	**Funding:** For access route; build new premises or redevelop existing. **Source:** private; developer funding and contributions; grants.	**Risks:** increased tourist numbers leading to a greater impact on wildlife. **Contingencies:** Improve the network of bridleways, footpaths and cycleways

	Make provision for better landscaping of caravan parks and their transformation into higher quality facilities	Medium	Chichester DC, West Sussex CC, Caravan parks	Recommendations and objectives in Going Dutch 2001, Going Dutch 2008, ICZM Working Group 2010, Destination Management Plan 2011.	**Funding:** For access routes; new premises or redevelopment of existing. **Source:** private; developer funding and contributions.	**Risks:** flooding **Contingencies:** Improved surface water management and maintenance of flood defences
	Provide the means to bring more hotels and restaurants into the area	Medium	Chichester DC - CDC Business Development; West Sussex CC	Recommendations and objectives in Going Dutch 2001, Going Dutch 2008, Destination Management Plan 2011; Selsey Community Plan 2011	**Funding:** For new development or conversion of existing facilities **Source:** private, Business Start Up, other public funding and spending programmes	**Risks:** Insufficient infrastructure to support development. Increased traffic. **Contingencies:** offer incentives to visit existing facilities
	Provide the means to create more beach facilities	Medium	Chichester DC; West Sussex CC; local businesses.	Chichester DC Foreshores Management Plan 2011; Selsey Community Plan 2011 TICZM 7.4 Neighbourhoods 7.4.7 East Wittering & Bracklesham	**Funding:** To secure the development of new facilities **Source:** private; developer funding and contributions	**Risks:** declining facilities for beach users and water sport participants. **Contingencies:** Enhance existing facilities.
	Provide resources to reduce traffic congestion on the	Long	Chichester DC; West Sussex CC; Sustrans	Create Park and ride facilities Develop schemes	**Funding:** To Improve the network of	**Risks:** continued traffic congestion, particularly during

	peninsula			encouraging visitors to 'Swap your car for a Bike' TICZM 7.5 Transport Access: 7.5.1 Roads	bridleways, footpaths and cycleways and ensure their continued maintenance. **Source:** private, developer funding and contributions	peak summer months. **Contingencies:** Promote and maintain existing cycleways and public transport
	Provide resources to encourage cycling as a tourist resource	Short	Chichester DC; West Sussex CC; private enterprise	Provide opportunities to create cycle hire businesses	**Funding:** for rent of business premises; training; capital equipment **Source:** private, developer funding and contributions	**Risks:** business failure due to lack of business experience **Contingencies:** investigate businesses run from home
	Provide resources to increase the potential for tourism in the peninsula's rural hinterland.	Medium	Chichester DC; West Sussex CC; private enterprise	Provide cycleways, introduce landscape enhancements	**Funding:** To secure the development of new access routes and landscape enhancements **Source:** private; developer funding and contributions	**Risks:** continued traffic congestion, particularly during peak summer months. **Contingencies:** Promote and maintain existing cycleways and public transport

7.1.4 Marine

Sector	Delivery Objectives	Timescales	Delivery Agencies and Partners	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Marine businesses	See section: 7.1.1 Business	See section: 7.1.1 Business	See section: 7.1.1 Business	See section: 7.1.1 Business	See section: 7.1.1 Business	See section: 7.1.1 Business
Fishing	Provide infrastructure for the Selsey fishermen enabling their catch to be sold and marketed more successfully	Long	Chichester DC; West Sussex CC, Selsey Fishermen's Association; Selsey Coastal Trust	Chichester DC; West Sussex CC; Selsey East Beach Regeneration – Reconnecting With The Sea (2009).	**Funding:** to secure the infrastructure recommended in the East Beach Masterplan **Source:** private; grants; developer funding and contributions; European Fisheries Fund	**Risks:** decline of the local fishing industry **Contingencies:** Consider developing a reduced version of the Masterplan.

7.2 Natural and Built Environments

When making decisions affecting the natural or built environments, whether the area under consideration is inland, on the shoreline or in the near shore zone, regard must be given to the UK Government's planning policies, local policies and any relevant Acts of Parliament or regulations. Included are the following international, national and local regulations, which must also be taken into account in the context of planning decisions affecting the natural environment inland and round the coast of the peninsula:

- The long term spatial vision for the coastal and wetland areas of the Manhood Peninsula with reference to high level international designations concerned with habitats and species of conservation importance:
  - Solent Maritime SAC (Special Area of Conservation) under the EU Habitats Directive.
  - Sites of Special Scientific Interest (SSSI)
  - Special Protected Areas (SPA)
  - Ramsar Sites
- The long-term spatial vision for the coastal area of the Manhood Peninsula including Chichester Harbour, with reference to the following:
  - Chichester Harbour AONB Management Plan 2009-2014.
  - Pagham Harbour Local Nature Reserve Management Plan 2007.
  - Solent Disturbance and Mitigation Project: Phases I and II, produced by the Solent Forum Nature Conservation Sub-group.
- The long term spatial vision for the inland area of the Manhood Peninsula with reference to:
  - National Biodiversity Action Plan
  - Sussex Biodiversity Action Plan.
  - Local Biodiversity Action Plan (LBAP) for Chichester District.
  - Biodiversity Opportunity Areas identified by the Sussex Biodiversity Records Centre, with particular reference to vegetated shingle and saline lagoons.
- Parish Plans; Village Design Statements; Conservation Area Character Appraisals (CACAs).
- Going Dutch on the Manhood Peninsula 2002; Going Dutch II 2008.
- Shoreline Management Plans; Coastal Defence Strategies

TICZM – *Towards ICZM*

7.2.1 Inland

Sector	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Inland	Make provision to safeguard the waterway and	Medium	Chichester DC; West Sussex CC; Parish Plans; Village	Parish Plans; Village Design Statements;	**Funding:** For monitoring and maintenance	**Risks:** lack of monitoring and maintenance

	drainage network		Design Statements; environmental organisations; Chichester Harbour Conservancy; Pagham Harbour Board and Friends; other appropriate bodies	Chichester Harbour AONB Management Plan 2009-2014; Pagham Harbour LNR Management Plan 2007; TICZM 7.4 Neighbourhoods: 7.4.3 Birdham 7.4.11 Sidlesham	**Source:** grants; developer funding and contributions	**Contingencies:** establish a volunteer core through established local environmental groups
	Make provision for maintaining the essential rural character of the area	Long	Chichester DC; West Sussex CC; Chichester Harbour Conservancy; Parish Plans; Village Design Statements; environmental organisations	Retain and supplement existing trees and hedges. Maintain, enhance and create views where appropriate. TICZM 7.4 Neighbourhoods: 7.4.2 Apuldram and Dell Quay 7.4.9 North Mundham 7.4.13 West Wittering	**Funding:** For purchasing trees; horticultural expertise; landscaping **Source:** grants; developer funding and contributions	**Risks:** lack of maintenance **Contingencies:** establish a volunteer core through established local environmental groups
	Make provision for improved conservation and care of the natural and historic	Short	Chichester DC; West Sussex CC; Action in Rural Sussex; Chichester Harbour	Organise projects to explore and characterise the environment	**Funding:** To improve education; provide materials for volunteers;	**Risks:** lack of knowledge leading to irretrievable loss of the

	environment		Conservancy; Pagham Harbour Board and Friends; parish councils; Selsey Coastal Trust (Pre Trust group); Manhood Wildlife & Heritage Group; Manhood Green Infrastructure/ Econet Project; other appropriate bodies	Parish Plans; Village Design Statements; Chichester Harbour AONB Management Plan 2009-2014; Pagham Harbour LNR Management Plan 2007 TICZM 7.4 Neighbourhoods: 7.4.6 Earnley 7.4.10 Selsey 7.4.12 West Itchenor	engage specialists and contractors **Source:** grants; private funding; developer funding and contributions	environment. **Contingencies:** Maintain existing initiatives; pursue individual projects;
	Provide the means to develop a Manhood Ecological Network by supporting wildlife and ecological corridors across the peninsula.	Medium	Chichester DC; West Sussex CC; Manhood Wildlife & Heritage Group; Chichester Harbour Conservancy; Pagham Harbour Board and Friends; Manhood Green Infrastructure/ Econet Project; other strategies and spending programmes	Create wildlife corridors and buffer zones by predetermining suitable areas; Chichester Harbour AONB Management Plan 2009-2014; Pagham Harbour LNR Management Plan 2007; Parish Plans; Village Design Statements	**Funding:** To provide the means to undertake projects and determine suitable areas for wildlife corridors and development using volunteer groups; specialists **Source:** local grants; developer funding and contributions	**Risks:** decline in the natural environment and associated species; delay in defining areas suitable for development allowing urban sprawl **Contingencies:** Support existing wildlife projects; lobbying by local environmental groups

	Provide the means to enhance the visual nature, conservation and recreational qualities of green corridors.	Medium	Chichester DC; West Sussex CC; Chichester Harbour Conservancy; Plans; Village Design Statements; environmental organisations; colleges and universities specialising in horticulture; other strategies and spending programmes	Parish Plans; Village Design Statements; proposals by local environmental organisations. Encourage tree planting, particularly along roadsides and explore ways of introducing small copses and wildlife areas.	**Funding:** for maintenance; **f**or purchasing plants and expertise **Source:** local grants; developer funding and contributions	**Risks:** lack of maintenance; lack of volunteers; lack of funds **Contingencies:** Work with established local environmental groups to monitor green corridors
	Provide resources to enable regular litter clean up of the rural environment and waterways to take place.	Medium	Chichester DC; West Sussex CC; Parish Plans; environmental organisations	Organise volunteer groups to undertake litter picking in the villages. TICZM 7.4 Neighbourhoods: 7.4.2 Apuldram & Dell Quay 7.4.8 Hunston	**Funding:** To provide litter picking equipment; waste bags; waste disposal facilities **Source:** grants; private funding	**Risks:** spoiled and contaminated environment **Contingencies:** poster and flyer campaigns
	Promote sustainability projects in line with the Sustainable Community Strategy for Chichester District	Short	Chichester DC; West Sussex CC; parish councils, Selsey Town Council, the Greening Campaign; local schools	Promote green renewable energy projects; recycling facilities for batteries/low energy light bulbs TICZM 7.4 Neighbourhoods:	**Funding:** to reinstate the Greening Campaign strategy; specialist recycling facilities; investigate renewable energy	**Risks:** lack of a coherent strategy; funding **Contingencies:** promote recycling locally; provide information about recycling

				7.4.10 Selsey 7.4.11 Sidlesham	sources **Sources:** private, developer funding and contributions	possibilities

7.2.2 Foreshore

Sector	Delivery Objectives	Timescales	Delivery Agencies and Partners	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
The Foreshore	Make provision for the effective implementation of coastal management practises round the Manhood Peninsula coast	Long	Chichester DC; West Sussex CC; Environment Agency; coastal groups; parish councils; developers; Selsey Coastal Trust and Local Flood/ Erosion Defence Groups	North Solent Shoreline Management Plan (SMP); South Downs SMP; Pagham to East Head Coastal Defence Strategy (CDS); East head to Emsworth CDS (forthcoming); structures incorporating sea defences. TICZM 7.4 Neighbourhoods: 7.4.7 East Wittering & Bracklesham 7.4.10 Selsey 7.4.11 Sidlesham 7.4.12 West Itchenor	**Funding:** for construction and maintenance of coast defence works, or structures forming a part of coastal defence scheme. **Source:** national funding; grants; private funding; developer funding and contributions	**Risks:** loss of hinterland, housing, infrastructure and business including agriculture. **Contingencies:** maintenance of existing sea defences

				7.4.13 West Wittering		
	Provide the means to support education about the coast and climate change issues	Long	Chichester DC; West Sussex CC; Volunteers; water sports groups; Manhood Wildlife & Heritage Group and other environmental bodies; Chichester Harbour Conservancy; Pagham Harbour Board and Friends; National Trust; MPSG; Selsey Coastal Trust	Guided coastal walks; exhibitions; talks programme. Undertaken by volunteers and representatives from coastal bodies Selsey Biodiversity Action Plan; Pagham Harbour LNR Management Plan 2007; Chichester Harbour Management Plan 2009 – 2014	**Funding:** Community / private building; parking; access; **Source:** grants; private funding; developer funding and contributions	**Risks:** lack of local knowledge about the significance of climate change; **Contingencies:** provide information on noticeboards
	Provide the means to support ongoing shoreline surveys of plant and animal species living above the low water mark to enhance the natural environment, encouraging local and visitor interest.	Long	Chichester DC; West Sussex CC; Chichester Harbour Conservancy; Pagham Harbour LNR Management Plan 2007; National Trust; Volunteers; water sports groups; Manhood Wildlife & Heritage Group;	Volunteers to undertake surveys along the peninsula shoreline in different locations using quadrats and other survey techniques. Selsey Biodiversity Action Plan; Pagham	**Funding:** Survey equipment; parking; access; facilities **Source:** grants; private funding; developer funding and contributions	**Risks:** poor weather; lack of local interest **Contingencies:** monitoring on an ad hoc basis

			Sussex Wildlife Trust and other environmental bodies; local universities and colleges	Harbour LNR Management Plan 2007; Chichester Harbour Management Plan 2009 – 2014.		
	Provide the means to investigate coastal evolution from archaeological and environmental perspectives to understand historic and future environmental change.	Long	Chichester DC; West Sussex CC; Chichester District Archaeology Society; Universities of Lampeter and Southampton and other educational institutions;	Academic papers; Chichester Harbour Archaeology Research Framework, MoLAS 2007	**Funding:** To provide the means to undertake projects. **Source:** grants; private funding	**Risks:** Inability to predict future scenarios of change due to lack of knowledge. **Contingencies:** collate existing knowledge
	Provide the means to facilitate coastal landscaping, to establish natural habitats that accord with their coastal location, and foster wildlife.	Medium	Volunteer groups; Selsey Town Council; other parish councils; Chichester Harbour Conservancy; Pagham Harbour LNR Management Plan 2007; National Trust	Re-seed areas where plants are difficult to grow with species that are naturally resistant to saline conditions	**Funding:** For horticulture specialists; soil specialists **Source:** Grants; private funding; parish precepts	**Risks:** damage by weather, domestic animals or people **Contingencies:** Maintain existing landscaping
	Provide the means to undertake ongoing investigation of shingle movement	Medium	Chichester DC; West Sussex CC; local residents groups; schools, colleges,	Involve schools and residents groups in the investigation of shingle movement	**Funding:** Access; parking; equipment **Source:** grants;	**Risks:** poor weather; loss / failure of electronic devices;

	along the peninsula coastal frontage, in order to produce detailed data about coastal change for use by the community, and coastal authorities.		universities; MPSG	round the peninsula using electronically tagged pebbles and other mechanisms	private funding; voluntary contributions; developer funding and contributions	**Contingencies:** keep visual and anecdotal records
	Provide the means to support Beachwatch and beach cleans to focus attention on the mis-use of the sea for waste disposal.	Short	Volunteers; water sports groups; Manhood Wildlife & Heritage Group and other environmental bodies; Chichester Harbour Conservancy; Pagham Harbour LNR Management Plan 2007	Annual events supplemented by information boards and leaflets about why the beach is a valuable resource	**Funding:** Waste disposal facilities; parking; access; shops; café facilities **Source:** grants; private funding	**Risks:** loss of Blue Flag status; lack of local interest; **Contingencies:** local information boards
	Provide the means to support the provision of beach facilities and showers at Bracklesham and Selsey.	Medium	Chichester DC (Foreshore Service Management Plan 2011), West Sussex CC, utility companies; Selsey Coastal Trust	Chichester DC, West Sussex CC and other strategies and spending programmes TICZM 7.4 Neighbourhoods 7.4.7 East Wittering & Bracklesham 7.4.10 Selsey	**Funding:** Access, parking, drainage; electricity; gas; other utilities **Source:** private; developer funding and contributions	**Risks:** deterioration of the facility detracting from the quality of the seafront. **Contingencies:** temporary seasonal arrangements

7.2.3 Nearshore / Sub tidal

When making decisions affecting near shore areas adjacent to the Manhood Peninsula coast, take account of the South Coast Regional Environmental Characterisation Report (2010). Any decisions must take into account the views of the people who live, work and visit the Peninsula coast, and use its seas, and give appropriate weight to both environmental and socio-economic considerations.

Sector	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Near shore / sub tidal	Provide the means to raise awareness of the local community and visitors about the underwater environment	Short	Chichester DC; West Sussex CC; Chichester Harbour Conservancy; Pagham Harbour education service and Friends of Pagham Harbour; Manhood Wildlife & Heritage Group; local scuba diving groups; underwater archaeology groups	Conduct talks and exhibitions; information boards; local media; Selsey Biodiversity Action Plan; Pagham Harbour LNR Management Plan 2007; Chichester Harbour Management Plan 2009 – 2014	**Funding:** Community / private building; parking; access; shops; café facilities **Source:** voluntary time; grants; private funding	**Risks:** lack of local support **Contingencies:** publicise information on notice boards.
	Provide the means to undertake regular sub tidal surveys determining topography and biodiversity, to evaluate the extent to which coastal change is	Medium	Channel Coastal Observatory; Local scuba diving groups; Marine Conservation Society; Manhood Wildlife & Heritage Group; MPSG	Surveys to be conducted using kayaks and divers; to be planned and undertaken by local volunteer groups. Information disseminated to	**Funding:** For survey equipment, boat launch facilities; marine services and suppliers; diving services; shower and café facilities	**Risks:** poor weather; poor underwater visibility; lack of volunteer support **Contingencies:** Collate existing knowledge; monitor on an ad

	occurring underwater and along the coast			public, press, national bodies and local government.	**Source:** grants; private funding	hoc basis
	Provide the means to produce detailed surveys of the wrecks and reefs in Bracklesham Bay and other areas, to produce information about biodiversity and under water heritage in the aquatic environment	Medium	Local scuba diving groups; Balanced Seas; Sea Search; underwater archaeology groups (Nautical Archaeology Society, Hants & Wight Trust for Maritime Archaeology	Surveys undertaken by scuba diving groups using national recording methods established by the Nautical Archaeology Society. Information disseminated via local media and publications.	**Funding:** Diving services, marine services and suppliers; shower and café facilities; **Source:** voluntary time; grants; private funding	**Risks:** poor weather; poor underwater visibility; lack of volunteer support **Contingencies:** Collate existing knowledge; monitor on an ad hoc basis
	Establish the identity, location and quantity of local fish stocks	Medium	Selsey Fishermen's Association; Balanced Seas; universities; local sea angling groups	Undertake fishing surveys implemented by local and national bodies. Information disseminated to national bodies and local government via publications, and exhibitions.	**Funding:** For survey equipment, boat launch facilities; marine services and suppliers; shower and café facilities **Source:** Balanced seas; voluntary time; private; grants; private funding	**Risks:** poor knowledge about fish stock and range of habitat; **Contingencies:** Collate existing knowledge; monitor on an ad hoc basis
	Provide the means to undertake sub	Short	Manhood Wildlife and Heritage Group; Local	Surveys planned and undertaken by local bodies.	**Funding:** Waste disposal facilities, diving services,	**Risks:** poor weather; poor underwater

	tidal clean up of the near shore environment in conjunction with Beachwatch and beach cleans to focus attention on the mis-use of the sea for waste disposal		scuba diving and other water sports groups;	Publicity and results disseminated via local media and publications.	marine services and suppliers; shower and café facilities; **Source:** voluntary time; grants; private funding	visibility; lack of volunteer support; decline of the near shore environment **Contingencies:** Public awareness campaigns; volunteer wardens

7.2.4 Special Environmental Areas

Sector	Delivery Objectives	Timescales	Delivery Agencies and Partners	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Chichester Harbour AONB	Provide the means to implement the Vision for Chichester Harbour AONB as defined in the Chichester Harbour AONB Management Plan 2009-2014	Short	Chichester DC; West Sussex CC; Chichester Harbour Conservancy; Friends of Chichester Harbour; other strategies and spending programmes	Implementation of the Key Concepts in the Chichester Harbour AONB Management Plan 2009-2014: 1. Protecting and improving the special qualities of the AONB. 2. Sustainability and wise use. 3. Increasing knowledge and understanding. 4. Helping people to enjoy the AONB.	**Funding:** To provide the means to undertake projects and determine suitable areas for wildlife and development **Source:** local grants; developer funding and contributions	**Risks:** decline in the natural environment and associated species; delay in defining areas suitable for development allowing urban sprawl **Contingencies:** Support existing natural and historic environmental projects. Update existing

				5. Supporting the local community and economy. 6. Working in partnership. TICZM 7.4 Neighbourhoods: 7.4.4 Chichester Harbour AONB.		Management Plans, Village Design Statements, Parish Plans and similar
Pagham Harbour Local Nature Reserve	Provide the means to implement the objectives and management guidelines as defined in Pagham Harbour Local Nature Reserve Management Plan 2007	Short	Chichester DC; West Sussex CC; Pagham Harbour Board; Friends of Pagham Harbour; Parish, Town and local community representatives; other strategies and spending programmes;	Implementation of objectives and management guidelines as defined in Pagham Harbour Local Nature Reserve Management Plan 2007. Conservation of Pagham Harbour site features and delivery of visitor services. TICZM 7.4 Neighbourhoods: 7.4.10 Selsey 7.4.11 Sidlesham	**Funding:** To provide the means to undertake projects and determine suitable areas for wildlife corridors and development **Source:** local grants; developer funding and contributions	**Risks:** decline in the natural environment and associated species; delay in defining areas suitable for development allowing urban sprawl **Contingencies:** Support existing natural and historic environmental projects. Update existing Management Plans
Medmerry re-alignment scheme	Provide the means to support community development of	Medium	Chichester DC; West Sussex CC; EA; Medmerry Aspirations Group;	Create a feeder network of paths on the peninsula.	**Funding:** Access; parking; facilities; volunteer	**Risks:** TICZM 7.5.4 Medmerry Access; birds and

	access and habitat aspirations for the area adjacent to the Medmerry realignment		RSPB; Sustrans; Manhood Greenways Project; Langmead Farms; SWT; Bunn Leisure; parish councils; local landowners; MStaG; MPSG	For the full range of access projects see TICZM 7.5.4 Medmerry Access Create saltmarsh habitats Record the archaeology and history of the inundation area and surrounding fields.	equipment and protective clothing **Source:** grants; private funding; developer funding and contributions	mammals find the new habitat unsuitable; loss of archaeology following inundation **Contingencies:** TICZM 7.5.4 Medmerry Access; collate existing knowledge and monitor on an ad hoc basis
East Head	Provide the means to support adaptive management of East Head to include long term monitoring and management of existing coastal defences at the hinge.	Medium	Chichester DC; West Sussex CC; East Head Coastal Issues Advisory Group; Environment Agency; National Trust	Develop a management plan for East Head to preserve the environmental, amenity and socio-economic value of the feature including the management of effects on the wider Chichester Harbour. Pagham to East Head Coastal Defence Strategy; Chichester Harbour AONB Management	**Funding:** For monitoring, and sediment recycling programme. **Source:** local contributions; govt financial support	**Risks:** lack of finance; increased flood risk at West Wittering (though this would happen anyway as sea level rises) **Contingencies:** Short term monitoring

				Plan 2009-2014		

7.2.5 Built Environment

Sector	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Built environment	Provide the means to support improvements to the built environment, enhancing the character of specific areas or buildings	Medium	Chichester DC; West Sussex CC; Chichester Harbour Conservancy; parish councils; Selsey Coastal Trust Project; other local bodies	Pagham Harbour LNR Management Plan 2007; Chichester Harbour AONB Management Plan 2009-2014; TICZM 7.4 Neighbourhoods: 7.4.10 Selsey 7.4.11 Sidlesham 7.4.12 West Itchenor	**Funding:** for design and implementation; **Sources:** grants; private funding; developer funding and contributions	**Risks:** lack of public response; decline of local character **Contingencies:** pursue individual projects;
	Provide the means to employ environmentally sustainable and energy efficient building methods, and materials that mitigate the effects of climate change and sea level rise.	Medium	Chichester DC; West Sussex CC; environmental construction companies and other relevant bodies; Going Dutch 2001; Going Dutch 2008; green infrastructure specialists; Greening Campaign	Going Dutch 2002: no permanent structures to be built below 5m contour; only build mixed function or temp structures between 4-5m; PPS25; TICZM 7.4 Neighbourhoods:	**Funding:** to explore and encourage sustainable building methods **Sources:** grants; private funding; developer funding and contributions;	**Risks:** too expensive; little interest from construction industry **Contingencies:** conduct energy efficiency campaigns; provide support for individual projects

				7.4.10 Selsey 7.4.11 Sidlesham 7.4.12 West Itchenor		
	Provide the means to reduce light pollution and improve the visibility of night skies	Medium	Chichester DC; West Sussex CC; environmental construction companies; Parish councils and other relevant bodies	To promote less street lighting where appropriate, especially on new developments, and ensure part-night operation TICZM 7.4 Neighbourhoods: 7.4.13 West Wittering	**Funding:** to explore and encourage alternative lighting methods **Sources:** grants; private funding; developer funding and contributions;	**Risks:** too expensive; insufficient lighting produced **Contingencies:** use existing street lighting measures
	Provide the means to use the natural, renewable energy resources of the peninsula	Medium	Chichester DC; West Sussex CC; developers; green infrastructure specialists; Greening Campaign; Village Design Statements and other relevant documents	Promote solar energy, heat pumps, small wind power units; collection of rain and 'grey' water, combined heat and power (CHP) units; sale of excess energy to the national grid; improve building insulation.	**Funding:** to explore methods of producing renewable energy **Sources:** grants; private funding; developer funding and contributions;	**Risks:** too expensive; little local interest; reluctance to engage by the construction industry **Contingencies:** conduct energy efficiency campaigns; provide support for individual projects

7.3 Health and Wellbeing

TICZM – *Towards ICZM*

Sector	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Health and Wellbeing	Provide the means to maintain and improve health care facilities	Long	Chichester DC; West Sussex CC	Provide additional health services where necessary.	**Funding:** for feasibility studies to determine extra services; construction and maintenance of premises. **Source:** private; local grants; developer funding and contributions	**Risks:** declining health of local population **Contingencies:** good health and safety awareness
	Provide the means to create and maintain new playing fields and play facilities	Long	Chichester DC; West Sussex CC; Parish and Town Councils	TICZM 7.4 Neighbourhoods: 7.4.5 Donnington 7.4.9 North Mundham	**Funding:** for establishing and maintaining facilities **Sources:** private, developer funding and contributions; Sports Council grants; local council precepts	**Risks:** Non-implementation of or delayed development; lack of funding. **Contingencies:** maintain existing facilities
	Provide the means to encourage the local population to improve their	Short	Chichester DC; West Sussex CC; Sports Dream; Parish and Town Councils; other	Cycling or walking activities along Chichester Canal and other footpath and cycle	**Funding:** for facilities; training; transport for the less able; volunteers; office	**Risks:** declining health of local population; increased medical provision

	health overall (including mental health) using the local environment as a resource		local bodies	networks on the peninsula; adult fitness area; keep fit centre; Selsey Community Plan 2011;	costs; activities **Source:** private; local grants; developer funding and contributions	required; injuries; poor weather **Contingencies:** good health and safety awareness
	Make provision for improving health and wellbeing for older people through physical activity	Short	Chichester DC; West Sussex CC; Sports Dream; Parish and Town Councils; other local bodies	Promote organised coastal walks and runs; dancing; tea dances; Selsey Community Plan 2011;	**Funding:** for volunteers; office costs; transport costs; activities **Source:** voluntary time; private; local grants	**Risks:** injuries; poor weather; distance covered **Contingencies:** good health and safety awareness
	Make provision to support local culture and the continuity of community history to help maintain cultural identity.	Short	Chichester DC; West Sussex CC; Selsey History Society; Chichester Harbour Conservancy; Manhood Wildlife & Heritage Group	Record how the coastline and landscape have changed from a community perspective via oral history and other projects	**Funding:** to provide location; facilities; **Source:** private; local grants	**Risks:** little interest in participation; little to record **Contingencies:** promote the use of library and other archive material
	Provide the means to foster improved relations and understanding between generations.	Short	Chichester DC; West Sussex CC; Action in Rural Sussex; Chichester Harbour Conservancy; Manhood Wildlife & Heritage Group; other local groups	Implement mutually beneficial projects between schools and elderly groups, exploring the coastline and other mutual interests.	**Funding:** for volunteers; office costs; transport costs; activities **Source:** voluntary time; private; local grants	**Risks:** no interest; no follow up interaction **Contingencies:** promote further contact between groups to explain the project value

7.4 Projects – Neighbourhoods
The following objectives were derived from Parish Plans, Questionnaires, Conservation Area Character Appraisals (CACAs), Management Plans and other relevant documents. All new development should follow the Best Practice Guidance included in the Management Proposals of the relevant CACA.

TICZM – *Towards ICZM*

7.4.1 Affordable Housing

Sector	**Delivery Objectives**	**Timescales**	**Delivery Agencies**	**Delivery Mechanisms**	**Funding Requirements / Sources**	**Risks and Contingencies**
Affordable Housing	Facilitate the limited provision of low cost or affordable housing including the proposed West Wittering development for the provision of a small number of homes available only for local people unable to afford private housing	Long	Chichester DC; West Sussex CC;	TICZM 7.4 Neighbourhoods: 7.4.5 Donnington 7.4.8 Hunston 7.4.10 Selsey 7.4.11 Sidlesham 7.4.13 West Wittering	**Funding:** for sustainable low cost or affordable housing **Sources:** private, developer funding and contributions	**Risks:** increased in-commuting without affordable housing **Contingencies:** part buy part rent arrangements

7.4.2 Apuldram and Dell Quay

The Manhood Peninsula's top rated hotel can be found in Apuldram. The business has grown significantly in the last ten years, and is renowned for its restaurant. The community also hosts one of England's premier Blues festivals as well as an Autumn Beer and Music Festival. Pumpbottom Cider Farm produces cider and apple juice from locally grown apples. Dell Quay is a traditional sailing/boat building village situated a little off the Salterns Way cycle route.

The objectives and recommendations below are taken from the Apuldram Parish Questionnaire circulated to the residents of Dell Quay and Apuldram in 2005, and the Chichester Harbour AONB Management Plan 2009-2014.

Parish	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Apuldram and Dell Quay	Provide the means to implement the Vision for Chichester Harbour AONB as defined in the Chichester Harbour AONB Management Plan 2009-2014	Short	Chichester DC; West Sussex CC; Apuldram Parish Meeting; Chichester Harbour Conservancy; Friends of Chichester Harbour	Implementation of the Key Concepts in the Chichester Harbour AONB Management Plan 2009-2014; other strategies and spending programmes	**Funding:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas **Sources:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas	**Risks:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas **Contingencies:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas
	Provide resources to reduce traffic congestion on the peninsula	Long	Chichester DC; West Sussex CC; Apuldram Parish Meeting	Apuldram Parish Questionnaire TICZM 7.5 Transport & Access: 7.5.1 Roads	**Funding:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Source:** TICZM 7.5 Transport & Access:	**Risks:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Contingencies:** TICZM 7.5 Transport & Access:

					7.5.1 Roads	7.5.1 Roads
	Provide the means to improve road safety and coastal access for all users including the disabled	Medium	Chichester DC; West Sussex CC; Apuldram Parish Meeting; other relevant bodies	Safer cycling routes TICZM 7.5 Transport & Access: 7.5.3 Bridleways, Cycle paths and Footpaths.	**Funding:** for new access routes **Source:** private; grants; developer funding and contributions	**Risks:** slower take up of cycling and walking as alternative modes of transport. **Contingencies:** improve existing access
	Provide resources to enable regular litter clean up of the rural environment and waterways to take place	Medium	Chichester DC; West Sussex CC; Apuldram Parish Meeting; other relevant bodies.	Apuldram Parish Questionnaire 2005 Remove litter and rubbish from Chichester waterways TICZM 7.2 Environment: 7.2.1 Inland	**Funding:** to employ a contractor to undertake clearance; or organise volunteers **Sources:** private, developer funding and contributions	**Risks:** wildlife disturbance; **Contingencies:** use organised volunteer groups to undertake non-risk maintenance on an ad hoc basis.
	Make provision for maintaining the essential rural character of the area	Long	Chichester DC; West Sussex DC; Apuldram Parish Meeting; Chichester Harbour Conservancy; environmental organisations	Retain and supplement existing trees and hedges. Maintain, enhance and create views where appropriate. TICZM 7.2 Environment: 7.2.1 Inland	**Funding:** For purchasing trees; horticultural expertise; landscaping **Source:** grants; developer funding and contributions	**Risks:** lack of maintenance **Contingencies:** establish a volunteer core through established local environmental groups

7.4.3 Birdham

Birdham is an attractive rural harbour village with a thriving community including a cricket club and well-attended church and primary school. Birdham Pool is one of the most picturesque marina's on Chichester Harbour developed in the 1930s from one of the last working tidal mills in the country.

The objectives and recommendations below are taken from the minutes of Birdham Parish Council meetings, and the Chichester Harbour AONB Management Plan 2009-2014.

Parish	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Birdham	Provide the means to implement the Vision for Chichester Harbour AONB	Short	Chichester DC; West Sussex CC; Birdham Parish Council; Chichester Harbour Conservancy; Friends of Chichester Harbour	Implementation of the Key Concepts in the Chichester Harbour AONB Management Plan 2009-2014; other strategies and spending programmes	**Funding:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas **Sources:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas	**Risks:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas **Contingencies:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas
	Provide resources to reduce traffic congestion on the peninsula	Long	Chichester DC; West Sussex CC; Birdham Parish Council	TICZM 7.5 Transport & Access: 7.5.1 Roads	**Funding:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Source:** TICZM 7.5 Transport & Access: 7.5.1 Roads	**Risks:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Contingencies:** TICZM 7.5 Transport & Access: 7.5.1 Roads

	Provide the means to reduce the speed and volume of traffic, to improve road safety for all users	Medium	Chichester DC; West Sussex CC; Birdham Parish Council	TICZM 7.5 Transport & Access: 7.5.1 Roads	**Funding:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Source:** TICZM 7.5 Transport & Access: 7.5.1 Roads	**Risks:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Contingencies:** TICZM 7.5 Transport & Access: 7.5.1 Roads
	Make provision to safeguard the waterway and drainage network	Medium	Chichester DC; West Sussex CC; Birdham Parish Council; environmental organisations; Chichester Harbour Conservancy; other appropriate bodies	Chichester Harbour AONB Management Plan 2009-2014; TICZM 7.2 Environment: 7.2.1Inland	**Funding:** For monitoring and maintenance **Source:** grants; developer funding and contributions	**Risks:** lack of monitoring and maintenance **Contingencies:** establish a volunteer core through established local environmental groups

7.4.4 Chichester Harbour AONB

The Chichester Harbour AONB includes a number of villages, not all of whom have established individual Village Design Statements or Parish Plans, and who have not yet been included within a Conservation Area Character Appraisal. The AONB is therefore considered a neighbourhood within the *Towards ICZM* document, and particular consideration must be given to the points upheld in the Chichester Harbour AONB Management Plan 2009-2014. More information about Chichester Harbour AONB can be found in section 7.2 Environment due to its designation as an AONB.

Sector	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Chichester Harbour AONB	Provide the means to implement the Vision for Chichester Harbour AONB as defined in the Chichester Harbour AONB Management Plan 2009-2014	Short	Chichester DC; West Sussex CC; Chichester Harbour Conservancy; Friends of Chichester Harbour	Implementation of the Key Concepts in the Chichester Harbour AONB Management Plan 2009-2014 evolved to guide the management of Chichester Harbour: 1. Protecting and improving the special qualities of the AONB. 2. Sustainability and wise use. 3. Increasing knowledge and understanding. 4. Helping people to enjoy the AONB. 5. Supporting the local community and economy.	**Funding:** To provide the means to undertake projects and determine suitable areas for wildlife and development **Source:** local grants; developer funding and contributions	**Risks:** decline in the natural environment and associated species; delay in defining areas suitable for development allowing urban sprawl **Contingencies:** Support existing natural and historic environmental projects. Update existing Management Plans, Village Design Statements, Parish Plans and similar

				6. Working in partnership. TICZM 7.2 Environment: 7.2.4 Special Environmental Areas.		

7.4.5 Donnington

For most visitors this is the gate-way/bridge to the Peninsula via a suburbanised rural area, with fine views of the Cathedral and the South Downs plus a sense of entering the Manhood Peninsula.

The objectives and recommendations below are taken from the Donnington Conservation Area Character Appraisal 2006 and the Donnington Parish Plan 2007.

Parish	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Donnington	Provide the means to review A27 access points to ease congestion	Long	Chichester DC; West Sussex CC; Donnington Parish Council	Donnington Parish Plan 2007 Start Donnington bypass at Dell Quay road. TICZM 7.5 Transport & Access: 7.5.1 Roads	**Funding:** to undertake a feasibility study for a Donnington bypass; design and implementation **Source:** WSCC road infrastructure funding; developer funding and contributions	**Risks:** lack of funding; continued congestion; unwillingness of tourists to visit the peninsula. **Contingencies:** maintain existing roads
	Facilitate the improvement of	Medium	Chichester DC; West Sussex CC;	Donnington Parish Plan 2007	**Funding:** TICZM 7.5	**Risks:** TICZM 7.5

	public transport links across the peninsula, and with surrounding areas.		Donnington Parish Council	TICZM 7.5 Transport & Access: 7.5.2 Public Transport – community bus	Transport & Access: 7.5.2 Public Transport **Source:** TICZM 7.5 Transport & Access: 7.5.2 Public Transport	Transport & Access: 7.5.2 Public Transport **Contingencies:** TICZM 7.5 Transport & Access: 7.5.2 Public Transport
	Facilitate the limited provision of low cost or affordable housing	Medium	Chichester DC; West Sussex CC; Donnington Parish Council	Donnington Parish Plan 2007; improve building quality. TICZM 7.4 Neighbourhoods: 7.4.1 Affordable Housing	**Funding:** for sustainable low cost or affordable housing **Sources:** private, developer funding and contributions	**Risks:** increased in-commuting; decline in the number of key workers **Contingencies:** improved and cheaper public transport; part buy part rent arrangements
	Provide the means to create and maintain new playing fields and play facilities	Long	Chichester DC; West Sussex CC; Donnington Parish Council	Donnington Parish Plan 2007; provide benches, picnic tables, mend fences TICZM 7.3 Health & Wellbeing	**Funding:** for establishing and maintaining facilities **Sources:** private, developer funding and contributions; Sports Council grants	**Risks:** Non-implementation of or delayed development; lack of funding. **Contingencies:** maintain existing facilities
	Provide the means to	Medium	Chichester DC; West Sussex CC;	Donnington Parish Plan 2007;	**Funding:** for footpaths;	**Risks:** increased visitor numbers;

	preserve, enhance and promote pedestrian and cycle access to the river, lakes, the canal and woodlands		Donnington Parish Council; Sustrans; Manhood Greenways Project	Donnington CACA 2006 Infrastructure supporting access to Chichester Canal; improved signage; TICZM 7.5 Transport & Access t: 7.5.3 Bridleways, Cyclepaths and Footpaths	signage; maintenance; safety **Sources:** private, local grants, developer funding and contributions; parish precept	deterioration of footpath; disturbance to wildlife **Contingencies:** develop maintenance scheme; increased use of TIC

7.4.6 Earnley

This is the rural village/western gateway to Medmerry Marshes that boasts a lovely 13th century church, footpaths and cycle routes to beach, and extensive wild life areas. The name Earnley refers to a woodland clearing in the Maene Wudu or 'woodland held in common', the origin of the name 'Manhood'. The Earnley Butterfly Centre is an imaginative use of former green housing as a tourist attraction.

The objectives and recommendations below are taken from the Earnley Conservation Area Character Appraisal 2006.

Parish	**Delivery Objectives**	**Timescales**	**Delivery Agencies**	**Delivery Mechanisms**	**Funding Requirements / Sources**	**Risks and Contingencies**
Earnley	Make provision for the effective implementation of coastal management practises round the Manhood Peninsula coast	Long	Chichester DC; West Sussex CC; Earnley Parish Council; Environment Agency; coastal groups; developers	TICZM 7.2 Environment: 7.2.2 Foreshore	**Funding:** TICZM 7.2 Environment: 7.2.2 Foreshore **Sources:** TICZM 7.2 Environment: 7.2.2 Foreshore	**Risks:** TICZM 7.2 Environment: 7.2.2 Foreshore **Contingencies:** TICZM 7.2 Environment: 7.2.2 Foreshore

	Provide the means to create and maintain a feeder network of paths on the Manhood Peninsula to take advantage of wider access opportunities within the Medmerry realignment scheme	Medium	West Sussex CC; Chichester DC; Earnley Parish Council; Medmerry Aspirations Group 2010	Create / maintain path: East Wittering – Selsey via Medmerry Sustrans Ref: 01 TICZM 7.5 Transport & Access 7.5.3 Bridleways, Cyclepaths and Footpaths 7.5.4 Medmerry Access	**Funding:** for new off road routes **Source:** private; grants; developer funding and contributions; European Union grant funding	**Risks:** continued reduced access links across the peninsula **Contingencies:** improve existing routes
	Provide resources to improve roads and signage	Medium	Chichester DC; West Sussex CC; Earnley Parish Council	Earnley CACA 2006; Repair and overhaul of street signage and the road surface TICZM 7.5 Transport & Access 7.5.1 Roads	**Funding:** for repair and overhaul of street signage and road surfaces **Sources:** government funding; developer funding and contributions	**Risks:** a poor road surface will detract from the visitor experience **Contingencies:** continued maintenance of existing roads
	Make provision for improved conservation and care of the natural and historic environment	Medium	Chichester DC; West Sussex CC; Earnley Parish Council	Earnley CACA 2006; undertake a survey of the conservation area including a full photographic survey	**Funding:** for design and implementation; tools and materials for volunteers **Sources:** grants;	**Risks:** lack of public response; decline of local character **Contingencies:** collate existing knowledge;

				Somerley CACA 2006; ensure that the smock mill, a grade II listed "Building At Risk", is repaired and maintained in a good structural condition. TICZM 7.2 Environment: 7.2.1 Inland	private funding; developer funding and contributions	monitor on an ad hoc basis; pursue individual projects

7.4.7 East Wittering and Bracklesham

East Wittering and Bracklesham are two coastal villages lying next to each other in Bracklesham Bay. Surfing, diving and fossil collecting are a few of the major attractions to be enjoyed on the Blue Flag beaches here. Special features of the area include the wreck of HMS Hazardous, designated under the Protection of Wreck Act 1973, and Bracklesham Bay - a designated SSSI. The site of the proposed Medmerry realignment lies shoreward of Bracklesham Bay.

Parish	**Delivery Objectives**	**Timescales**	**Delivery Agencies**	**Delivery Mechanisms**	**Funding Requirements / Sources**	**Risks and Contingencies**
East Wittering and Bracklesham	Make provision for the effective implementation of coastal management practises round the Manhood Peninsula coast	Long	Chichester DC; West Sussex CC; East Wittering & Bracklesham Parish Council; Environment Agency; coastal groups; parish councils; developers	TICZM 7.2 Environment: 7.2.2 Foreshore	**Funding:** TICZM 7.2 Environment: 7.2.2 Foreshore **Sources:** TICZM 7.2 Environment: 7.2.2 Foreshore	**Risks:** TICZM 7.2 Environment: 7.2.2 Foreshore **Contingencies:** TICZM 7.2 Environment: 7.2.2 Foreshore

	Improve roads, signage and access	Medium	Chichester DC; West Sussex CC; East Wittering & Bracklesham Parish Council; Sustrans; Manhood Greenways; other relevant bodies	Medmerry Aspirations 2010: A short link on the west side of the B2145 to join the old road at Bird Pond TICZM 7.5 Transport & Access: 7.5.1 Roads	**Funding:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Source:** TICZM 7.5 Transport & Access: 7.5.1 Roads	**Risks:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Contingencies:** TICZM 7.5 Transport & Access: 7.5.1 Roads
	Provide the means to increase the number of off road cycle routes	Medium	Chichester DC; West Sussex CC; East Wittering & Bracklesham Parish Council; Sustrans; Manhood Greenways; RSPB; other relevant bodies	Medmerry Aspirations 2010. Provide off road routes from Pagham to Selsey, Selsey to Bracklesham, Bracklesham to West Wittering TICZM 7.5 Transport & Access: 7.5.3 Bridleways, Cyclepaths and Footpaths 7.5.4 Medmerry Access	**Funding:** TICZM 7.5 Transport & Access: 7.5.3 Bridleways, Cyclepaths and Footpaths. **Source:** TICZM 7.5 Transport & Access: 7.5.3 Bridleways, Cyclepaths and Footpaths.	**Risks:** TICZM 7.5 Transport & Access: 7.5.3 Bridleways, Cyclepaths and Footpaths. **Contingencies:** TICZM 7.5 Transport & Access: 7.5.3 Bridleways, Cyclepaths and Footpaths.
	Facilitate safer cycling, pedestrian and equestrian access	Long	Chichester DC; West Sussex CC; East Wittering & Bracklesham	Medmerry Aspirations 2010 A crossing facility	**Funding:** TICZM 7.5 Transport & Access:	**Risks:** TICZM 7.5 Transport & Access:

	routes		Parish Council; Sustrans; Manhood Greenways; other relevant bodies	to link Pagham Harbour Visitor Centre with the Medmerry scheme Improved bridleway access at Vinnetrow Road TICZM 7.5 Transport & Access: 7.5.1 Roads	7.5.1 Roads **Source:** TICZM 7.5 Transport & Access: 7.5.1 Roads	7.5.1 Roads **Contingencies:** TICZM 7.5 Transport & Access: 7.5.1 Roads
	Provide resources for emergency access improvements	Medium	Chichester DC; West Sussex CC; East Wittering & Bracklesham Parish Council; emergency service providers	Medmerry Aspirations 2010 Emergency vehicle access route TICZM 7.5 Transport & Access: 7.5.1 Roads	**Funding:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Source:** TICZM 7.5 Transport & Access: 7.5.1 Roads	**Risks:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Contingencies:** TICZM 7.5 Transport & Access: 7.5.1 Roads
	Provide the means to create more beach facilities	Medium	Chichester DC; West Sussex CC; East Wittering & Bracklesham Parish Council; local businesses	Chichester DC Foreshores Management Plan 2011 Build new facilities in Bracklesham: Toilet facilities Kiosk, Café	**Funding:** To secure the development of new facilities **Source:** private; developer funding and contributions	**Risks:** declining facilities for beach users and water sport participants. **Contingencies:** Enhance existing facilities.

				restaurant, Showers TICZM 7.1 Economy: 7.1.3 Tourism and Leisure		
	Provide adequate parking for residents and visitors.	Short	Chichester DC; West Sussex CC; East Wittering & Bracklesham Parish Council	Provide more parking; provide alternative parking arrangements in the form of Park'n'Ride. Car parking with provision for horse boxes east and west of the Medmerry re-alignment.	**Funding:** to investigate current traffic problems; investigate alternative transport into the area. **Sources:** private; grants; developer funding and contributions	**Risks:** traffic congestion; parking congestion **Contingencies:** implement park'n'ride schemes outside the area.

7.4.8 Hunston

The objectives and recommendations below are taken from the Hunston Conservation Area Character Appraisal 2006 and the Hunston Parish Plan 2007.

Parish	**Delivery Objectives**	**Timescales**	**Delivery Agencies**	**Delivery Mechanisms**	**Funding Requirements / Sources**	**Risks and Contingencies**
Hunston	Provide resources to reduce traffic congestion on the peninsula	Medium	Chichester DC; West Sussex CC; Hunston Parish Council	Hunston Parish Plan 2007; TICZM 7.5 Transport & Access 7.5.1 Roads	**Funding:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Sources:** TICZM 7.5	**Risks:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Contingencies:** TICZM 7.5

					Transport & Access: 7.5.1 Roads	Transport & Access: 7.5.1 Roads
	Provide the means to improve road safety and coastal access for all users including the disabled	Medium	Chichester DC; West Sussex CC Hunston Parish Council; Sustrans; Manhood Greenways Project	Hunston Parish Plan 2007; provide safer cycling, pedestrian and equestrian access routes TICZM 7.5 Transport & Access: 7.5.1 Roads	**Funding:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Sources:** TICZM 7.5 Transport & Access: 7.5.1 Roads	**Risks:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Contingencies:** TICZM 7.5 Transport & Access: 7.5.1 Roads
	Provide resources to enable regular litter clean up of the rural environment and waterways to take place.	Short/Med/Long	Chichester DC; West Sussex CC Hunston Parish Council	Hunston Parish Plan 2007. TICZM 7.2 Environment: 7.2.1 Inland	**Funding:** TICZM 7.2 Environment: 7.2.1 Inland **Sources:** TICZM 7.2 Environment: 7.2.1 Inland	**Risks:** TICZM 7.2 Environment: 7.2.1 Inland **Contingencies:** TICZM 7.2 Environment: 7.2.1 Inland
	Facilitate the limited provision of low cost or affordable housing	Long	Chichester DC; West Sussex CC; Hunston Parish Council	Hunston Parish Plan 2007. Facilitate limited development in the settlement policy area. TICZM 7.4 Neighbourhoods: 7.4.1 Affordable Housing	**Funding:** for sustainable low cost or affordable housing **Sources:** private, developer funding and contributions	**Risks:** increased in-commuting; decline in the number of key workers **Contingencies:** improved and cheaper public transport; part buy part rent options

7.4.9 North Mundham

The parish of North Mundham Parish extends from the A27 in the north, down to the sea at Pagham Harbour Nature reserve in the south. The objectives and recommendations below are taken from the North Mundham Parish Plan 2005. North Mundham is also included in the Village Design Statement for Pagham produced by Pagham Parish Council and Arun District Council.

Parish	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
North Mundham	Facilitate safer cycling, pedestrian and equestrian access routes	Medium	Chichester DC; West Sussex CC; North Mundham Parish Council; Sustrans; Manhood Cycle Network and other appropriate bodies	North Mundham Parish Plan 2005; Upgrade the surface of School Lane / Peckhams Copse Lane to a good cycling surface TICZM 7.5 Transport & Access: 7.5.3 Bridleways, Cycleways and Footpaths	**Funding:** for new access routes **Source:** private; grants; developer funding and contributions	**Risks:** slower take up of cycling and walking as alternative modes of transport. **Contingencies:** improve and maintain existing routes.
	Make provision for maintaining the essential rural character of the area	Long	Chichester DC; West Sussex CC; North Mundham Parish Council; wildlife and heritage organisations	North Mundham Parish Plan 2005; maintain the North Mundham and Runcton SPAs; Control the spread of horticultural businesses. TICZM 7.2	**Funding:** TICZM 7.2 Environment: 7.2.1 Inland **Sources:** TICZM 7.2 Environment: 7.2.1 Inland	**Risks:** TICZM 7.2 Environment: 7.2.1 Inland **Contingencies:** TICZM 7.2 Environment: 7.2.1 Inland

				Environment: 7.2.1 Inland		
	Provide the means to employ environmentally sustainable and energy efficient building methods, and materials that mitigate the effects of climate change and sea level rise.	Long	Chichester DC; West Sussex CC; North Mundham Parish Council; developers; green infrastructure specialists; other relevant bodies	North Mundham Parish Plan 2005; promote environmentally sustainable and energy efficient building techniques TICZM 7.2 Environment: 7.2.5 Built Environment	**Funding:** TICZM 7.2 Environment: 7.2.5 Built Environment **Sources:** See TICZM 7.2 Environment: 7.2.5 Built Environment	**Risks:** TICZM 7.2 Environment: 7.2.5 Built Environment **Contingencies:** TICZM 7.2 Environment: 7.2.5 Built Environment
	Provide the means to create and maintain new playing fields and play facilities	Long	Chichester DC; West Sussex CC; North Mundham Parish Council	North Mundham Parish Plan 2005 Provide resources to facilitate playing field and village hall improvements TICZM 7.3 Health & Wellbing	**Funding:** for maintenance equipment; new fencing; reseeding; village hall improvements **Sources:** private, developer funding and contributions; Sports Council grants; parish precept	**Risks:** decline of facilities; decline of the area **Contingencies:** ensure there is ongoing use of the current facility
	Provide the means to preserve, enhance and promote pedestrian and cycle access to	Medium	Chichester DC; West Sussex CC; North Mundham Parish Council; wildlife and heritage organisations	North Mundham Parish Plan 2005. Use of volunteer groups to maintain footpaths. Make good use of signs	**Funding:** for volunteer equipment and protective clothing **Sources:** private, rural grants;	**Risks:** disturbance to wildlife; over use of natural resources; pollution; litter

	the river, lakes, the canal and woodlands			to direct and keep visitors on the correct paths. TICZM 7.5 Transport & Access: 7.5.3 Bridleways, Cycle paths and Footpaths	developer funding and contributions;	**Contingencies:** sign posts and litter bins

7.4.10 Selsey

The charm of Selsey arises from its unique location at the tip of the Manhood Peninsula. Enclosed by water on two sides Selsey is an old-fashioned British seaside/fishing/holiday village, with stunning sea views of the Isle of Wight and the busy Solent. Selsey is home to the award-winning Bunn Leisure Enterprise and salad producer Nature's Way. It is also home to one of the few remaining fishing 'fleets' on the south coast, supplying the Crab & Lobster brand of fish and seafood to leading London restaurants. Known as a popular location for divers, bird watchers and astronomers, its most famous resident is Sir Patrick Moore.

The objectives and recommendations below are taken from the Selsey Conservation Area Character Appraisal 2006, the Pagham Harbour Local Nature Reserve Management Plan 2007 and the Selsey Community Plan 2011 (in progress). Also included are recommendations from the Selsey East Beach Regeneration Scheme 2009, and the South Coast Design Forum on behalf of the Selsey Coastal Trust Project.

Parish	**Delivery Objectives**	**Timescales**	**Delivery Agencies**	**Delivery Mechanisms**	**Funding Requirements / Sources**	**Risks and Contingencies**
Selsey	Make provision for the effective implementation of coastal management practises round the Manhood Peninsula coast	Long	Chichester DC; West Sussex CC; Selsey Town Council; Selsey Coastal Trust Project	Selsey Community Plan 2011; construction and maintenance of sea defence works at Selsey Selsey Coastal Trust Projects: East Beach Café	**Funding:** for dual function buildings and other projects that could contribute to the funding of sea defences **Sources:** private; grants; developer	**Risks:** coastal erosion and flooding; localised defence structures affecting limited sections of the frontage **Contingencies:**

				and other projects TICZM 7.2 Environment: 7.2.2 Foreshore	funding and contributions	temporary improvements
	Provide the means to implement the objectives and management guidelines as defined in Pagham Harbour Local Nature Reserve Management Plan 2007	Short	Chichester DC; West Sussex CC; Selsey Town Council; Arun DC; Pagham Harbour Board; Friends of Pagham Harbour	Pagham Harbour LNR Management Plan 2007; other strategies and spending programmes TICZM 7.2 Environment: 7.2.4 Special Environmental Areas Pagham Harbour Local Nature Reserve Management Plan 2007	**Funding:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas **Sources:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas	**Risks:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas **Contingencies:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas
	Provide assistance with new business start up	Medium	Chichester DC; West Sussex CC; Selsey Town Council; Selsey Coastal Trust	Selsey Community Plan 2011 TICZM 7.1 Economy: 7.1.1 Businesses Selsey Coastal Trust projects; Selsey East Beach Regeneration Plan	**Funding:** TICZM 7.1 Economy: 7.1.1 Businesses **Sources:** TICZM 7.1 Economy: 7.1.1 Businesses	**Risks:** TICZM 7.1 Economy: 7.1.1 Businesses **Contingencies:** TICZM 7.1 Economy: 7.1.1 Businesses

				2010 projects		
	Provide the means to improve road safety and coastal access for all users including the disabled	Short	Chichester DC; West Sussex CC; Selsey Town Council; Sustrans, Selsey Coastal Trust Project	Selsey Community Plan 2011; Selsey Coastal Trust Project 2010 TICZM 7.5 Transport & Access: 7.5.1 Roads	**Funding:** for sea defence improvements; access routes; footpaths, cycle paths and signposting **Sources:** private; grants; developer funding and contributions	**Risks:** reduced access to the coast in breach of the Marine & Coastal Access Act 2009; **Contingencies:** use of inland access routes
	Provide the means to reduce the speed and volume of traffic, to improve road safety for all users	Medium	Chichester DC; West Sussex CC; Selsey Town Council	Selsey Community Plan 2011 TICZM 7.5 Transport & Access: 7.5.1 Roads	**Funding:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Funding:** TICZM 7.5 Transport & Access: 7.5.1 Roads	**Funding:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Funding:** TICZM 7.5 Transport & Access: 7.5.1 Roads
	Provide resources for emergency access improvements	Medium	Chichester DC; West Sussex CC; Selsey Town Council; emergency service providers	Selsey Community Plan 2011; EA Medmerry Managed Re-alignment Scheme TICZM 7.5 Transport & Access: 7.5.1 Roads	**Funding:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Sources:** TICZM 7.5 Transport & Access: 7.5.1 Roads	**Funding:** TICZM 7.5 Transport & Access: 7.5.1 Roads **Contingencies:** TICZM 7.5 Transport & Access: 7.5.1 Roads

	Facilitate the improvement of public transport links across the peninsula, and with surrounding areas.	Medium	Chichester DC; West Sussex CC; Selsey Town Council; emergency service providers; transport providers	Selsey Community Plan 2011 TICZM 7.5 Transport & Access: 7.5.2 Public Transport	**Funding:** TICZM 7.5 Transport & Access: 7.5.2 Public Transport **Sources:** TICZM 7.5 Transport & Access: 7.5.2 Public Transport	**Risks:** TICZM 7.5 Transport & Access: 7.5.2 Public Transport **Contingencies:** TICZM 7.5 Transport & Access: 7.5.2 Public Transport
	Find the means to encourage regeneration in Selsey	Medium	Chichester DC; West Sussex CC; Selsey Town Council; Selsey Coastal Trust Project; Selsey Regeneration Ltd	Selsey East Beach Regeneration Plan 2010 projects; Selsey Coastal Trust Projects; support the provision of public art, particularly with a coastal theme	**Funding:** for design and implementation **Sources:** private; grants; developer funding and contributions	**Risks:** lack of public response; decline of local character **Contingencies:** pursue individual projects;
	Provide the means to support improvements to the built environment, enhancing the character of specific areas or buildings	Medium	Chichester DC; West Sussex CC; Selsey Town Council; Selsey Coastal Trust Project; Manhood Wildlife & Heritage Group; other relevant local bodies	Selsey East beach Regeneration Plan 2010 projects; Selsey Coastal Trust Projects; Selsey CACA 2006; help owners of listed buildings make good quality alterations to listed buildings	**Funding:** for design and implementation; tools and materials for volunteers; to set up and administer an historic grants fund; provide training in required building	**Risks:**; deterioration of building structure; loss of local character **Contingencies:** pursue individual projects;

				TICZM 7.2 Environment: 7.2.1 Inland	methods for local builders **Sources:** private; grants; developer funding and contributions	
	Promote sustainability projects in line with the Sustainable Community Strategy for Chichester District	Short	Chichester DC; West Sussex CC; Selsey Town Council; the Greening Campaign; local schools	Selsey Community Plan 2011; promote green renewable energy projects; recycling facilities for batteries/low energy light bulbs TICZM 7.2 Environment: 7.2.1 Inland	**Funding:** to reinstate the Greening Campaign strategy; specialist recycling facilities; investigate renewable energy sources **Sources:** private, developer funding and contributions	**Risks:** lack of a coherent strategy; funding **Contingencies:** promote recycling locally; provide information about recycling possibilities
	Provide the means to support Eco-friendly, high quality tourism to encourage visitors to stay longer without increasing peak summer visitor numbers.	Medium	Chichester DC; West Sussex CC; Selsey Town Council; Visit Chichester	Destination Management Plan 2011; encourage the provision of more tourist accommodation TICZM 7.1 Economy: 7.1.3 Tourism	**Funding:** TICZM 7.1 Economy: 7.1.3 Tourism **Sources:** TICZM 7.1 Economy: 7.1.3 Tourism	**Risks:** TICZM 7.1 Economy: 7.1.3 Tourism **Contingencies:** TICZM 7.1 Economy: 7.1.3 Tourism
	Provide the means to create more visitor facilities and	Medium	Chichester DC; West Sussex CC; Selsey Town Council; Selsey	Destination Management Plan 2011; Selsey East Beach	**Funding:** TICZM 7.1 Economy: 7.1.3 Tourism	**Risks:** TICZM 7.1 Economy: 7.1.3 Tourism

	attractions		Coastal Trust Project	Regeneration Plan 2010 projects; Selsey Coastal Trust projects TICZM 7.1 Economy: 7.1.3 Tourism	**Sources:** TICZM 7.1 Economy: 7.1.3 Tourism	**Contingencies:** TICZM 7.1 Economy: 7.1.3 Tourism
	Encourage better health for all members of the population	Short	Chichester DC; West Sussex CC; Selsey Town Council; local voluntary groups	Selsey Community Plan 2011; provision of sports facilities TICZM 7.3 Health & Wellbeing	**Funding:** TICZM 7.3 Health & Wellbeing **Sources:** TICZM 7.3 Health & Wellbeing	**Risks:** TICZM 7.3 Health & Wellbeing **Contingencies:** TICZM 7.3 Health & Wellbeing
	Facilitate the limited provision of low cost or affordable housing	Long	Chichester DC; West Sussex CC; Selsey Town Council	Selsey Community Plan 2011 TICZM 7.4 Neighbourhoods: 7.4.1 Affordable Housing	**Funding:** TICZM 7.4 Neighbourhoods: 7.4.12 Affordable Housing **Sources:** TICZM 7.4 Neighbourhoods: 7.4.12 Affordable Housing	**Risks:** TICZM 7.4 Neighbourhoods: 7.4.12 Affordable Housing **Contingencies:** TICZM 7.4 Neighbourhoods: 7.4.12 Affordable Housing

7.4.11 Sidlesham

The objectives and recommendations below are taken from the Sidlesham Church Conservation Area Character Appraisal 2006, the Sidlesham Quay Conservation Area Character Appraisal 2006, and the Sidlesham Village Design Statement 2006. Sidlesham is in the Rural Area and therefore doesn't have a Settlement Policy area, however it is subject to restricted policies (see policy RE1) saved from the Chichester District Local Plan Review 1999.

Sidlesham Parish Council has expressed opposition to any further significant development in Selsey because of their concerns about the safety and well being of parishioners from the amount of traffic movement per day using the B2145. The Highways authorities have stated that they are unable to improve the safety of this narrow main road running through the heart of the parish as the properties on either side of the road preclude any widening of the carriageway to allow for any safety improvements such as central crossing points. The Parish Council has a long-term aspiration for a bypass round the main residential areas of the parish. Sidlesham Parish Council has also expressed strong opposition to any 'hub' built to the north of the parish if this would result in a further potential increase in traffic unless a bypass was also provided (see 6.10 para 7).

Parish	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Sidlesham	Make provision for the effective implementation of coastal management practises round the Manhood Peninsula coast	Long	Chichester DC; West Sussex CC; Sidlesham Parish Council; Environment Agency; coastal groups;	'Going Dutch on the Manhood Peninsula, (2001) - no building less than 5 metres above sea level should be permitted. TICZM 7.2 Environment: 7.2.2 Foreshore	**Funding:** TICZM 7.2 Environment: 7.2.2 Foreshore **Sources:** TICZM 7.2 Environment: 7.2.2 Foreshore	**Risks:** TICZM 7.2 Environment: 7.2.2 Foreshore **Contingencies:** TICZM 7.2 Environment: 7.2.2 Foreshore
	Make provision to safeguard the waterway and drainage network	Medium	Chichester DC; West Sussex CC; Sidlesham Parish Council; environmental organisations; Pagham Harbour Board and Friends; local volunteer groups; other appropriate bodies	Sidlesham VDS 2006; Sidlesham Parish Plan; Ditches, culverts and rifes require maintenance. Development must ensure ponds, ditches and rifes in the vicinity remain fully effective.	**Funding:** TICZM 7.2 Environment: 7.2.1 Inland **Sources:** TICZM 7.2 Environment: 7.2.1 Inland	**Risks:** TICZM 7.2 Environment: 7.2.1 Inland **Contingencies:** TICZM 7.2 Environment: 7.2.1 Inland

				TICZM 7.2 Environment: 7.2.1 Inland		
	Provide the means to implement the objectives and management guidelines as defined in Pagham Harbour Local Nature Reserve Management Plan 2007	Short	Chichester DC; West Sussex CC; Sidlesham Parish Council; Arun DC; Pagham Harbour Board; Friends of Pagham Harbour; Selsey Town Council	The proposed rebuild of Pagham Harbour Visitor Centre should occupy the existing building footprint. Pagham Harbour LNR Management Plan 2007; other strategies and spending programmes TICZM 7.2 Environment: 7.2.4 Special Environmental Areas	**Funding:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas **Sources:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas	**Risks:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas **Contingencies:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas
	Provide the means to employ environmentally sustainable and energy efficient building methods, and materials that mitigate the effects of climate change and sea level rise	Medium	Chichester DC; West Sussex CC; Sidlesham Parish Council; environmental construction companies and other relevant bodies	Discourage building in low lying areas, but consider ways to mitigate climate change TICZM 7.2 Environment: 7.2.5 Built Environment	**Funding:** TICZM 7.2 Environment: 7.2.5 Built Environment **Sources:** TICZM 7.2 Environment: 7.2.5 Built Environment	**Risks:** TICZM 7.2 Environment: 7.2.5 Built Environment **Contingencies:** TICZM 7.2 Environment: 7.2.5 Built Environment

	Cut down speed and volume of traffic	Short	Chichester DC; West Sussex CC; Sidlesham Parish Council;	Take measures to reduce traffic flow along the B2145. Sidlesham Parish Council Sidlesham VDS 2006 TICZM 7.5 Transport & Access: 7.5.1 Roads	**Funding:** for maintenance equipment; contractor to undertake works **Sources:** private; grants; developer funding and contributions	**Risks:** deterioration in the character of the area **Contingencies:** pool resources with neighbouring parishes
	Provide the means to support improvements to the built environment, enhancing the character of specific areas or buildings	Medium	Chichester DC; West Sussex CC; Sidlesham Parish Council; Manhood Wildlife & Heritage Group; other relevant local bodies	TICZM 7.2 Environment: 7.2.5 Built Environment	**Funding:** for design and implementation; tools and materials for volunteers **Sources:** private; grants; developer funding and contributions	**Risks:** lack of public response; decline of local character **Contingencies:** pursue individual projects;
	Facilitate the limited provision of low cost or affordable housing	Long	Chichester DC; West Sussex CC; Sidlesham Parish Council	Sidlesham VDS 2006 TICZM 7.4 Neighbourhoods: 7.4.1 Affordable Housing	**Funding:** TICZM 7.4 Neighbourhoods: 7.4.12 Affordable Housing **Sources:** TICZM 7.4 Neighbourhoods: 7.4.12 Affordable Housing	**Risks:** TICZM 7.4 Neighbourhoods: 7.4.12 Affordable Housing **Contingencies:** TICZM 7.4 Neighbourhoods: 7.4.12 Affordable Housing

	Enhance the natural environment using established management techniques	Short	Chichester DC; West Sussex CC; Sidlesham Parish Council; Manhood Wildlife & Heritage Group; other relevant local bodies; contractors	Sidlesham Church CACA; Sidlesham Quay CACA; Develop a Tree Management Programme and phased clearing of the two hamlet ponds TICZM 7.2 Environment: 7.2.1 Inland	**Funding:** for tree management and pond clearance advice; tools and work wear for volunteers; to appoint a contractor **Sources:** private; developer funding and contributions; local and national grants	**Risks:** declining environment for trees; decline of the pond caused by eutrophication; reduced value of the environment for wildlife. **Contingencies:** ad hoc pond clearance by volunteers and professionals
	Promote sustainability projects in line with the Sustainable Community Strategy for Chichester District	Short	Chichester DC; West Sussex CC; Sidlesham Parish Council; environmental organisations and other relevant bodies	Promote use of renewable resources TICZM 7.2 Environment: 7.2.1 Inland	**Funding:** TICZM 7.2 Environment: 7.2.1 Inland **Sources:** TICZM 7.2 Environment: 7.2.1 Inland	**Risks:** TICZM 7.2 Environment: 7.2.1 Inland **Contingencies:** TICZM 7.2 Environment: 7.2.1 Inland

7.4.12 West Itchenor

The objectives and recommendations below are taken from the West Itchenor Village Design Statement 2004, and the Chichester Harbour AONB Management Plan 2009-2014.

Parish	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
West Itchenor	Provide the means to implement the Vision for Chichester Harbour AONB as defined in the Chichester Harbour AONB Management Plan 2009-2014	Short	Chichester DC; West Sussex CC; West Itchenor Parish Council; Itchenor Society; Chichester Harbour Conservancy; Friends of Chichester Harbour	Implementation of the Key Concepts in the Chichester Harbour AONB Management Plan 2009-2014; other strategies and spending programmes	**Funding:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas **Sources:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas	**Risks:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas **Contingencies:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas
	Make provision for the effective implementation of coastal management practises round the Manhood Peninsula coast	Long	Chichester DC; West Sussex CC; West Itchenor Parish Council; ; Itchenor Society; Environment Agency; coastal groups; developers	Chichester Harbour AONB Management Plan 2009-2014 TICZM 7.2 Environment: 7.2.2 Foreshore	**Funding:** TICZM 7.2 Environment: 7.2.2 Foreshore **Sources:** TICZM 7.2 Environment: 7.2.2 Foreshore	**Risks:** TICZM 7.2 Environment: 7.2.2 Foreshore **Contingencies:** TICZM 7.2 Environment: 7.2.2 Foreshore
	Make provision to protect the economy and character of the area	Medium	Chichester DC; West Sussex CC; West Itchenor Parish Council; ; Itchenor Society; local businesses	West Itchenor VDS 2004; Chichester Harbour AONB Management Plan 2009-2014; Protect the mainly marine	**Funding:** for expansion; training; premises **Sources:** private, developer funding	**Risks:** loss of boat building will be detrimental, and change the character of the area

				village businesses from change of use. TICZM 7.1 Economy: 7.1.1 Businesses	and contributions	**Contingencies:** promote existing businesses
	Make provision to improve the conservation and care of the local natural and historic environment	Medium	Chichester DC; West Sussex CC; West Itchenor Parish Council; ; Itchenor Society; Chichester Harbour Conservancy; environmental groups and other appropriate bodies	West Itchenor VDS 2004; Chichester Harbour AONB Management Plan 2009-2014; enhanced maintenance and monitoring of paths and habitats to ensure protection of the unique wildlife habitats found in marine areas, and low-lying arable farm and woodland within Chichester Harbour AONB. TICZM 7.2 Environment: 7.2.1 Inland	**Funding:** for volunteer materials and training **Sources:** private; grants; developer funding and contributions	**Risks:** loss of character and deteriorating environment **Contingencies:** continue existing monitoring programmes
	Provide the means to support improvements to the built environment, enhancing the	Medium	Chichester DC; West Sussex CC; West Itchenor Parish Council; Itchenor Society	West Itchenor VDS 2004; Chichester Harbour AONB Management Plan 2009-2014; maintain quality of	**Funding:** for design and implementation; tools and materials for volunteers	**Risks:** decline of local character; potential to become a ribbon development

	character of specific areas or buildings			design in development of village character areas. Manage settlement gaps ie areas in village through which views can be seen. TICZM 7.2 Environment: 7.2.1 Inland	**Sources:** grants; private funding; developer funding and contributions	**Contingencies:** pursue individual projects.
	Make provision for maintaining the essential rural character of the area	Long	Chichester DC; West Sussex CC; West Itchenor Parish Council; Itchenor Society;	West Itchenor VDS 2004; Chichester Harbour AONB Management Plan 2009-2014; TICZM 7.2 Environment: 7.2.1 Inland	**Funding:** TICZM 7.2 Environment: 7.2.1 Inland **Sources:** TICZM 7.2 Environment: 7.2.1 Inland	**Risks:** TICZM 7.2 Environment: 7.2.1 Inland **Contingencies:** TICZM 7.2 Environment: 7.2.1 Inland
	Make provision to improve road safety and coastal access for all users including the disabled	Medium	Chichester CD; West Sussex CC; West Itchenor Parish Council; Itchenor Society; other relevant bodies	West Itchenor VDS 2004; Provision of parking spaces for use by the disabled together with wheelchair friendly paths linking car parks and coastal footpaths TICZM 7.5	**Funding:** disabled parking; footpaths suitable for wheelchair access **Source:** private, developer funding and contributions; local grants	**Risks:** poor links and access for all **Contingencies:** maintain existing paths and roads.

				Transport & Access: 7.5.1 Roads		

7.4.13 West Wittering

West Wittering is home to the South Coast's favourite beach, a traditional rural beach for swimming, sunbathing, windsurfing, walking, picnicking, barbecuing, relaxing. Bordered on two sides by water, the village is situated on the western extremity of the Manhood peninsula, with the western section of its coastline lying within Chichester Harbour AONB.

The objectives and recommendations below are taken from the West Wittering Village Design Statement 2006, the West Wittering Conservation Character Appraisal 2006, and the Chichester Harbour AONB Management Plan 2009-2014.

Parish	**Delivery Objectives**	**Timescales**	**Delivery Agencies**	**Delivery Mechanisms**	**Funding Requirements / Sources**	**Risks and Contingencies**
West Wittering	Make provision for the effective implementation of coastal management practises around the Manhood Peninsula coast	Long	Chichester DC; West Sussex CC; West Wittering Parish Council; Environment Agency; East Head Coastal Issues Advisory Group; local coastal groups; developers	Maintain the stability and protection of the East Head hinge. Ensure stability of the Cakeham Manor sand dunes. TICZM 7.2 Environment: 7.2.2 Foreshore	**Funding:** TICZM 7.2 Environment: 7.2.2 Foreshore **Sources:** TICZM 7.2 Environment: 7.2.2 Foreshore	**Risks:** TICZM 7.2 Environment: 7.2.2 Foreshore **Contingencies:** TICZM 7.2 Environment: 7.2.2 Foreshore
	Provide the means to implement the Vision for Chichester Harbour AONB as defined in the	Short	Chichester DC; West Sussex CC; West Wittering Parish Council ; Chichester Harbour Conservancy;	Implementation of the Key Concepts in the Chichester Harbour AONB Management Plan 2009-2014; other strategies and	**Funding:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas	**Risks:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas

	Chichester Harbour AONB Management Plan 2009-2014		Friends of Chichester Harbour	spending programmes	**Sources:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas	**Contingencies:** TICZM 7.2 Environment: 7.2.4 Special Environmental Areas
	Facilitate the limited provision of low cost or affordable housing	Long	Chichester DC; West Sussex CC; West Wittering Parish Council	New development should include affordable housing available only to for people with strong family connections to the village or with employment in the village. TICZM 7.4 Neighbourhoods: 7.4.1 Affordable Housing	**Funding:** to provide affordable housing units **Sources:** private; grants; developer funding and contributions	**Risks:** increased in-commuting; decline in the number of key workers **Contingencies:** improved and cheaper public transport; part buy part rent arrangements
	Make provision to improve conservation and care of the local natural and historic environment	Short	Chichester DC; West Sussex CC; West Wittering Parish Council	West Wittering VDS 2006: see Landscape Character section TICZM 7.2 Natural & Built Environments 7.2.1 Inland	**Funding:** TICZM 7.2 Natural & Built Environments 7.2.1 Inland **Source:** TICZM 7.2 Natural & Built Environments 7.2.1 Inland	**Risks:** TICZM 7.2 Natural & Built Environments 7.2.1 Inland **Contingencies:** TICZM 7.2 Natural & Built Environments 7.2.1 Inland
	Make provision to protect the economy and	Medium	Chichester DC; West Sussex CC; West Wittering	Only approve extensions to any settlement policy	**Funding:** TICZM 7.1 Economy	**Risks:** TICZM 7.1 Economy

	character of the area		Parish Council	area where there is evidence that the economic balance of the village will be maintained. TICZM 7.1 Economy 7.1.1 Business	7.1.1 Business **Source:** TICZM 7.1 Economy 7.1.1 Business	7.1.1 Business **Contingencies:** TICZM 7.1 Economy 7.1.1 Business
	Make provision for maintaining the essential rural character of the area	Medium	Chichester DC; West Sussex; West Wittering Parish Council; Chichester Harbour Conservancy; environmental organisations	West Wittering VDS 2006: Preserve, retain and maintain grass verges, wooded greens and mature trees. Exercise strong control over applications intending to increase the size of a building footprint Exercise strong control over any development or redevelopment of the outlying hamlets	**Funding:** TICZM 7.2 Natural & Built Environments 7.2.1 Inland **Source:** TICZM 7.2 Natural & Built Environments 7.2.1 Inland	**Risks:** TICZM 7.2 Natural & Built Environments 7.2.1 Inland **Contingencies:** TICZM 7.2 Natural & Built Environments 7.2.1 Inland
	Provide the means to increase the number of off	Medium	Chichester DC; West Sussex CC; West Wittering	Medmerry Aspirations 2010.	**Funding:** TICZM 7.5 Transport &	**Risks:** TICZM 7.5 Transport &

	road cycle routes		Parish Council; Sustrans; Manhood Greenways; RSPB; other relevant bodies	Provide off road routes from Pagham to Selsey, Selsey to Bracklesham, Bracklesham to West Wittering TICZM 7.5 Transport & Access: 7.5.3 Bridleways, Cyclepaths and Footpaths 7.5.4 Medmerry Access	Access: 7.5.3 Bridleways, Cyclepaths and Footpaths. **Source:** TICZM 7.5 Transport & Access: 7.5.3 Bridleways, Cyclepaths and Footpaths.	Access: 7.5.3 Bridleways, Cyclepaths and Footpaths. **Contingencies:** TICZM 7.5 Transport & Access: 7.5.3 Bridleways, Cyclepaths and Footpaths.
	Provide the means to reduce light pollution and improve the visibility of night skies	Medium	Chichester DC; West Sussex CC; environmental construction companies; Parish councils and other relevant bodies	To promote less street lighting if appropriate; ensure part-night operation TICZM 7.2.5 Built Environment	**Funding:** to explore and encourage alternative lighting methods **Sources:** grants; private funding; developer funding and contributions	**Risks:** too expensive; insufficient lighting produced **Contingencies:** use existing street lighting measures

7.5 Transport and Access

TICZM – *Towards ICZM*

7.5.1 Roads

Sector	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
	Provide resources to reduce traffic congestion on the peninsula	Medium	Chichester DC; West Sussex CC; Sustrans; parish councils; Sustrans; Manhood Greenways Project	Apuldram Parish Questionnaire; Donnington Parish Plan; Hunston Parish Plan; Selsey Community Plan 2011 Offer visitors transport alternatives Create Park and ride facilities Develop schemes encouraging visitors to 'Swap your car for a Bike'. Encourage WSCC to fully review their improvement scheme for the A27 TICZM 7.1	**Funding:** To investigate road improvements; Improve the network of bridleways, footpaths and cycleways and ensure their continued maintenance. **Source:** private, developer funding and contributions	**Risks:** continued traffic congestion, particularly during peak summer months. **Contingencies:** Promote and maintain existing footpaths, cycleways, bridleways and public transport

				Economy: 7.1.3 Tourism TICZM 7.4 Neighbourhoods: 7.4.2 Apuldram 7.4.3 Birdham 7.4.5 Donnington 7.4.6 Earnley 7.4.8 Hunston 7.4.10 Selsey 7.4.11 Sidlesham 7.4.13 West Wittering		
	Provide the means to reduce the speed and volume of traffic, to improve road safety for all users	Medium	Chichester DC; West Sussex CC; Apuldram Parish Questionnaire; Parish Plans; Village Design Statements	Introduce traffic calming and enforcement schemes for the peninsula. Encourage WSCC to fully review their improvement scheme for the A27, and their transport plan for the Manhood Peninsula TICZM 7.4 Neighbourhoods: 7.4.2 Apuldram 7.4.3 Birdham 7.4.5 Donnington 7.4.8 Hunston	**Funding:** for road safety investigations; traffic calming schemes; land acquisition; design; construction **Source:** WSCC road infrastructure funding; developer funding and contributions	**Risks:** accidents involving vehicles, cyclists and pedestrians **Contingencies:** maintain existing routes

				7.4.10 Selsey 7.4.11 Sidlesham		
	Provide resources to improve roads, signage and access.	Short	Chichester DC; West Sussex CC;	TICZM 7.4 Neighbourhoods: 7.4.6 Earnley 7.4.7 East Wittering and Bracklesham	**Funding:** for new link roads; repair and overhaul of street signage and road surfaces **Sources:** government funding; developer funding and contributions	**Risks:** dangerous road surfaces; confusing signage **Contingencies:** continued maintenance of existing routes
	Provide the means to improve road safety and coastal access for all users including the disabled	Long	Chichester DC; West Sussex CC; Parish Plans; CACAs, other relevant bodies	TICZM 7.1 Economy: 7.1.3 Tourism TICZM 7.4 Neighbourhoods: 7.4.2 Apuldram & Dell Quay 7.4.8 Hunston 7.4.10 Selsey 7.4.12 West Itchenor	**Funding:** to implement improvements **Source:** private, developer funding and contributions	**Risks:** poor links and access **Contingencies:** continued maintenance of existing routes
	Provide the means to review A27 access points to ease congestion	Long	Chichester DC; West Sussex CC; Apuldram Parish Questionnaire; Parish Plans; Village Design Statements	Alternative or new routes where possible. Encourage WSCC to fully review their improvement scheme for the A27	**Funding:** to undertake a feasibility study for a Donnington bypass; design and implementation **Source:**	**Risks:** lack of funding; continued congestion; unwillingness of tourists to visit the peninsula. **Contingencies:** continued

				Provision of under or overpasses on the A27. Recommendations and objectives in Going Dutch 2001, Going Dutch 2008 TICZM 7.1 Economy: 7.1.1 Businesses TICZM 7.4 Neighbourhoods: 7.4.2 Apuldram 7.4.5 Donnington	WSCC road infrastructure funding; Highways Agency; developer funding and contributions	maintenance of existing routes
	Provide resources for emergency access improvements	Medium	Chichester DC; West Sussex CC; emergency services; Selsey Community Plan 2011; Environment Agency	Air ambulance; road improvements; Medmerry emergency access TICZM 7.4 Neighbourhoods: 7.4.7 East Wittering & Bracklesham 7.4.10 Selsey	**Funding:** for land purchase to allow road widening; new emergency access roads; helicopter landing facility **Sources:** private funding; grants; developer funding and contributions	**Risks:** ill or injured persons unable to access emergency facilities **Contingencies:** evacuation by sea or helicopter

7.5.2 Public Transport

Sector	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
	Facilitate the improvement of public transport links across the peninsula, and with surrounding areas.	Medium	Chichester DC; West Sussex CC; Stagecoach; other bus operators in West Sussex; alternative transport operators in West Sussex	Donnington Parish Plan 2007 - community bus; Selsey Community Plan 2011 TICZM 7.4 Neighbourhoods: 7.4.5 Donnington 7.4.10 Selsey	**Funding:** to asses feasibility and provide additional services **Source:** grants; negotiation with bus companies	**Risks:** fewer people travelling by public transport; increased traffic congestion; increased isolation of communities **Contingencies:** investigate alternative routes

7.5.3 Bridleways, Cyclepaths and Footpaths

Schemes to deliver wider public access on the Manhood Peninsula were considered by Chichester Canal Trust, Chichester District Council, Countryside Access Forum for West Sussex (CAFWS), Environment Agency (EA), RSPB, Selsey Coastal Trust (Pre Trust Group), the Manhood Peninsula Greenways Project, Sustrans and West Sussex County Council (WSCC). It was recognised that the value of wider access opportunities within the Medmerry scheme would be better realised if a feeder network of paths could be created elsewhere and more widely on the Manhood Peninsula. These concepts are explored in Sections 7.5.3 Bridleways, Cyclepaths and Footpaths, and 7.5.4 Medmerry Access.

Sector	Delivery Objectives	Timescales	Delivery Agencies	Delivery Mechanisms	Funding Requirements / Sources	Risks and Contingencies
Bridleways, cycle paths and footpaths	Provide the means to preserve, enhance and promote pedestrian and cycle access to the river, lakes, the canal and woodlands	Long	Chichester DC; West Sussex CC; Parish Plans; CACAs, Sustrans; Manhood Cycle Network and other appropriate bodies	Create and maintain a canal path linking Chichester Basin and Chichester Marina, and joining with Saltern's Way TICZM 7.4 Neighbourhoods: 7.4.5 Donnington 7.4.9 North Mundham	**Funding:** For cycle and footpath improvements; signage; maintenance **Source:** private, developer funding and contributions	**Risks:** incomplete access to the full length of the canal **Contingencies:** maintain existing routes
	Facilitate safer cycling, pedestrian and equestrian access routes	Medium	Chichester DC; West Sussex CC; parishes; Sustrans; Manhood Cycle Network and other appropriate bodies	TICZM 7.4 Neighbourhoods: 7.4.2 Apuldram 7.4.7 East Wittering & Bracklesham 7.4.8 Hunston 7.4.9 North Mundham	**Funding:** for new access routes **Source:** private; grants; developer funding and contributions	**Risks:** slower take up of cycling and walking as alternative modes of transport. **Contingencies:** improve existing routes
	Provide the means to increase the	Medium	Chichester DC; West Sussex CC; parishes;	TICZM 7.4 Neighbourhoods: 7.4.7 East	**Funding:** for new off road routes	**Risks:** slower take up of cycling and walking as

	number of off road cycle routes		Sustrans; Manhood Cycle Network and other appropriate bodies	Wittering and Bracklesham 7.4.13 West Wittering	**Source:** private; grants; developer funding and contributions	alternative modes of transport **Contingencies:** improve existing routes
Cycling Improvements	Provide the means to create and maintain a feeder network of paths on the Manhood Peninsula to take advantage of wider access opportunities within the Medmerry realignment scheme	Medium	Chichester DC; West Sussex CC; EA, RSPB, Langmead, SWT, Bunn; MPSG	Create / maintain path: East Wittering – Selsey via Medmerry Sustrans Ref: 01	**Funding:** for new off road routes **Source:** private; grants; developer funding and contributions	**Risks:** continued reduced access links across the peninsula **Contingencies:** improve existing routes
	As above	Medium	EA, S. Water, SWT, RSPB, Langmead; MPSG	Create / maintain path: Pagham Harbour – Oakhurst Farm Sustrans Ref: 02 Manhood Greenways Ref: 21	**Funding:** As above **Source:** As above	**Risks:** As above **Contingencies:** As above
	As above	Medium	RSPB	Create / maintain path: Pagham Harbour – Bird Pond Sustrans Ref: 03	**Funding:** As above **Source:** As above	**Risks:** As above **Contingencies:** As above

	As above	Medium	Langmead, Sustrans	Create / maintain path: Pagham Harbour – Selsey (B2145) Sustrans Ref: 04	**Funding:** As above **Source:** As above	**Risks:** As above **Contingencies:** As above
	As above	Medium	Selsey Coastal Trust	Create / maintain path: Selsey coastal path Sustrans Ref: 05	**Funding:** As above **Source:** As above	**Risks:** As above **Contingencies:** As above
	As above	Medium	WSCC, RSPB, private	Create / maintain path: Pagham Harbour – Pagham village Sustrans Ref: 06	**Funding:** As above **Source:** As above	**Risks:** As above **Contingencies:** As above
	As above	Medium	Southern Water, private, Sustrans,	Create / maintain path: Bognor – South Mundham Sustrans Ref: 07 WSCC Refs: 106 and 100 Manhood Greenways Ref: 13	**Funding:** As above **Source:** As above	**Risks:** As above **Contingencies:** As above
	As above	Medium		Create / maintain path: Chalder Farm link Sustrans Ref: 08	**Funding:** As above **Source:** As above	**Risks:** As above **Contingencies:** As above

	As above	Medium	WSCC, CAFWS	Create / maintain path: North Mundham – Chichester via lakes Sustrans Ref: 09 WSCC ref: 2792	**Funding:** As above **Source:** As above	**Risks:** As above **Contingencies:** As above
	As above	Medium	Sustrans	Create / maintain path: North Mundham – Hunston Sustrans Ref: 10	**Funding:** As above **Source:** As above	**Risks:** As above **Contingencies:** As above
	As above	Medium	Chichester Canal Trust	Create / maintain path: Chichester Canal Sustrans Ref: 11	**Funding:** As above **Source:** As above	**Risks:** As above **Contingencies:** As above
	As above	Medium		Create / maintain path: Mapsons Lane – Birdham Sustrans Ref: 12 WSCC ref: 48 Manhood Greenways Network ref: 28	**Funding:** As above **Source:** As above	**Risks:** As above **Contingencies:** As above
	As above	Medium	WSCC, highways	Create / maintain path: West-East Wittering (Cakeham Road) Sustrans Ref: 13	**Funding:** As above **Source:** As above	**Risks:** As above **Contingencies:** As above

Sustrans provided much of the data in the table above concerning the location of proposed and existing cycle route schemes on the Manhood Peninsula. For ease of reference the schedule below summarises the Sustrans information, and provides a key to the map on the following page, Figure 7.5, showing the cycle route locations.

Sustrans Reference	Scheme
01	East Wittering – Selsey via Medmerry
02	Pagham Harbour – Oakhurst Farm
03	Pagham Harbour – Bird Pond
04	Pagham Harbour – Selsey (B2145)
05	Selsey Coastal Path
06	Pagham Harbour – Pagham village
07	Bognor – South Mundham
08	Chalder Farm link
09	North Mundham – Chichester via lakes
10	North Mundham - Hunston
11	Chichester Canal
12	Mapsons Lane - Birdham
13	West-East Wittering (Cakeham Road)

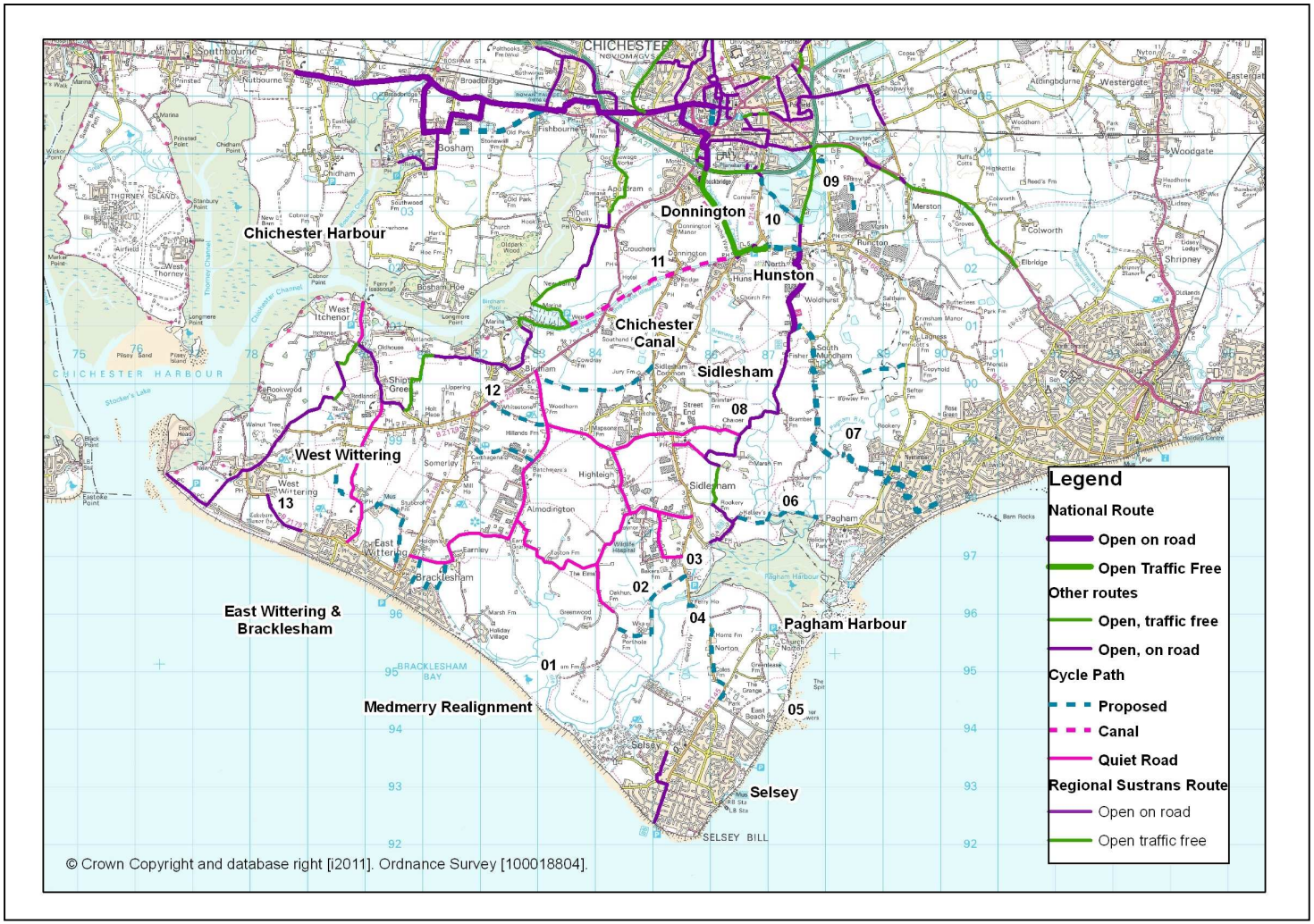


Figure 7.5 Map using data supplied by Sustrans showing proposed and existing cycle routes on the Manhood Peninsula, including local roads

Note: The solid pink lines on the above map indicate quiet roads that could be considered part of the local cycling network, for which no work is required with the possible exception of crossings on the main roads.

Appendix 1: References

Previous consultations and supporting documents include:

1. *Assets and Threats List 2010. Coastal Change Pathfinder ICZM Working Group.*
2. Chichester DC officer interviews
3. Bathing Water Directive 76/160/EEC
4. CDC Citizen's Panel (July 2000). Section on Coastal Management
5. CDC Foreshores Management Report 2011
6. CDC Place Survey (Autumn 2008)
7. Census 2001
8. Chichester Harbour AONB Management Plan 2009 – 2014
9. Chichester Harbour Archaeology Research Framework, MoLAS 2007
10. Citizens Panel Survey July 2000 and Young Citizens Panel Survey July 2000
11. Coastal Defence Strategy: East Head to Emsworth (forthcoming)
12. Coastal Defence Strategy: Portchester Castle to Emsworth (Draft)
13. Coastal Defence Strategy: Pagham Harbour To East Head
14. Coastal Management 2003, International Conference. Cobbold, C., Waters, B. The *Manhood Peninsula Partnership – coastal zone management in practice.* P27.
15. CoastNet Coastal Literacy Study 2010
16. Communities and Local Government Committee (2007) *Coastal Towns,* Second report of session 2006-07, House of Commons HC 351, The Stationery Office, London.

    Conservation Area Character Appraisals (CACA) produced for towns on the Manhood Peninsula can be found on Chichester District Council's website either using the following address: http://www.chichester.gov.uk/index.cfm?articleid=5614 , or by inputting CACA into the 'Search' box.

    CACAs have been produced on behalf of:
17. Dell Quay 2006. A CACA was produced for Dell Quay in 2006 despite it not being a parish.
18. Donnington 2006
19. Earnley 2006
20. Hunston 2006
21. Selsey Town Council 2007.
22. Sidlesham Church 2006
23. Sidlesham Quay 2006

24. Somerley 2006
25. West Wittering 2006

26. Conservation (Natural Habitats, &c.) Regulations 1994

27. Defra – A strategy for promoting an integrated approach to the management of coastal areas in England

28. Development & Coastal Change Strategy

29. Espace: A Climate For Change On The Manhood Peninsula http://www.peninsulapartnership.org.uk/wp/wp-content/uploads/2010/09/climate-for-change-on-the-manhood-peninsula1.pdf

30. Five Towns Network Retail Study 2006 undertaken by CACI Property Consulting, and commissioned by the Five Towns Network.

31. Going Dutch on the Manhood Peninsula 2001. Authors: Carolyn Cobbold and Renee Santema http://www.peninsulapartnership.org.uk/wp/wp-content/uploads/2010/12/Going-Dutch-book-a.pdf

32. Going Dutch II 2008. Authors: Carolyn Cobbold and Renee Santema http://www.environment-agency.gov.uk/static/documents/Research/appendix_b_gdii_2156233.pdf

33. Halo Works Report 2008

34. Landscape Character Assessment of the AONB 2005. Chris Blandford Associates.

35. Localism Bill 2010-11. Produced by Communities and Local Government.

36. Manhood Peninsula Destination Management Plan 2011 - 2016. Chichester University (Dr A Clegg). Produced for the Manhood Peninsula Partnership and Visit Chichester.

37. Marine & Coastal Access Act 2009

38. National Planning Policy Framework (Draft) 2011. Produced by Communities and Local Government.

39. Office for National Statistics 2009

40. Pagham Harbour Local Nature Reserve Management Plan 2007

Parish Plans:

41. Apuldram Parish Questionnaire
42. Donnington Parish Plan
    a. http://www.wsx-donnington-pc.gov.uk/index.cfm?articleid=12965
43. Hunston Parish Plan
    a. http://www.hunstonvillage.co.uk/ParishCouncil/HTML_Files/ParishCouncil-PPlan.html
44. North Mundham Parish Plan

45. Place Survey 2008

46. PPG 20 – Coastal Planning. Communities and Local Government, 1992.

47. PPS1 – Delivering Sustainable Development. Communities and Local Government, 2005.

48. PPS 9 – Biodiversity and Geological Conservation, 2005.

49. PPS 12: Creating Strong, Safe and Prosperous Communities Through Local Spatial Planning. Communities and Local Government, 2008.

50. PPS 25: Development and Flood Risk. Communities and Local Government, 2010.

51. PPS 25 Supplement: Development & Coastal Change (Guidance Notes). Communities and Local Government, 2010.

52. Protection of Military Remains Act 1986

53. Protection of Wrecks Act 1973

54. Sediment Transport Sources, Pathways and Sinks: SCOPAC, 2004

55. Selsey and East/West Wittering Visitor Survey 2010: Report of Key Findings

56. Selsey Biodiversity Action Plan

57. Selsey Community Plan

58. Selsey East Beach Regeneration – Reconnecting With The Sea (2009). Produced by Terra Firma and Chichester District Council. http://www.chichester.gov.uk/index.cfm?articleid=12236

59. Shoreline Management Plan: North Solent – Hurst Spit to Selsey Bill (west)

60. Shoreline Management Plan: South Downs - Beachy Head to Selsey Bill (east).

61. South Coast Design Forum 2010: Selsey Coastal Trust Project

62. South Coast Regional Environmental Characterisation – Marine Aggregates Levy Sustainability Fund, July 2010

63. South Inshore Marine Plan Area

64. Sustainable Community Strategy 2008 – Chichester District: A Very Special Place http://www.chichesterinpartnership.org.uk/

65. Towards ICZM Workshop Report, 2011, CoastNet

66. Town & Country Planning Act 2008

67. Valuing Chichester Harbour

Village Design Statements:

68. Pagham
    a. http://www.paghamparishcouncil.gov.uk/cgi-bin/buildpage.pl?mysql=18

69. Sidlesham :
    a. http://www.sidlesham.org/2007/08/08/village-design-statement/
70. West Itchenor
    a. http://www.itchenorsociety.co.uk/html/designstatement.html
71. West Wittering:
    a. http://www.westwitteringparishcouncil.gov.uk/wp/wp-content/uploads/2009/07/Wittering-Village-MASTERvers3_0.pdf

72. UK Climate Change Impacts Programme 2011.
    a. http://www.ukcip.org.uk/

73. West Sussex Ward profiles 2009
    a. http://www.chichester.gov.uk/index.cfm?articleid=16049

74. Wildlife and Countryside Act 2005

75. Young, R. (2009). Coastal Planning – plus ca change! Town and Country Planning. **Vol. 78/no 10**, p418 – 422.

Appendix 2: Legislation in the Coastal Zone

<table>
<tr><th colspan="4">Integrated Coastal Zone</th></tr>
<tr><th colspan="2">Marine</th><th>Shore</th><th>Fluvial</th><th>Land</th></tr>
<tr><td colspan="2">European:
Marine Strategy Framework Directive</td><td>European:
Water Framework Directive
Habitats Directive</td><td>European:
Water Framework Directive
Habitats Directive</td><td>European:
No European driver</td></tr>
<tr><td>National:

Marine Policy Statement

Marine & Coastal Access Act 2009

Marine Plans</td><td>

Making Space for Water Defra 2005

A Strategy For Promoting An Integrated Approach To Management Of Coastal Areas In England, Defra 2009</td><td>National:

Flood and Water Management Act 2010</td><td>National:

Flood and Water Management Act 2010</td><td>National:

National Policy Statements

Spatial Planning;
• Town & Country Planning Act 1947
• Planning Act 2008

South East Plan (abolished)</td></tr>
<tr><td colspan="2">Marine Management Organisation</td><td>Environment Agency
Local Authority</td><td>Environment Agency</td><td>Local Authority</td></tr>
<tr><td>Integrated Coastal Zone Management
Stakeholders:
• User groups
• Marine habitats
• Marine designations SSSI,
• Ramsar, SPA etc
• Underwater heritage
• Business – fishing, tourism
• Leisure – scuba diving, sailing</td><td>Coastal Change Pathfinder: CDC/ MPP/ CoastNet/ MPSG
- Community engagement
- Adaptation planning
- Delivering adaptive solutions</td><td>Shoreline Management Plan

Flood and coastal risk management strategies – Pagham to East Head CDS</td><td>Catchment Flood Management Plans

River Basin Management Plans

Strategies and projects</td><td>Local Development Framework
Stakeholders:
• Community groups
• Terrestrial habitats
• Wildlife and countryside legislation
• Cultural heritage
• Business – agriculture, retail, tourism
• Leisure – cycling, walking</td></tr>
</table>

Appendix 3: SP14 ICZM Strategy for the Manhood Peninsula

Much of the Manhood Peninsula is at risk from coastal erosion and flooding; land drainage is problematic and these issues will need to be better understood, managed and mitigated in the face of climate change. Across the peninsula, there is a need to balance change as a result of development with the necessity to protect the unique character of the area.

As with many places, many organisations "plan" for the area but there is a greater requirement in the Manhood – and a greater opportunity – to plan better together to achieve closer policy alignment and coordinated projects. Past achievements in joint working between public bodies and local communities include the "Going Dutch" initiatives and the ESPACE project, which have been internationally recognised.

The preferred strategy for the peninsula is one of integrated management. This approach would coordinate the many different interests involved in planning, managing and using both the land and marine components of the coastal area. It would bring together different policies, decision making structures and coastal stakeholders to encourage concerted action towards common goals. This approach is known as "Integrated Coastal Zone Management" (ICZM). Its general principles are:

- A long term view
- A broad holistic approach involving local communities and relevant organisations
- Adaptive management
- Working with natural processes
- Support and involvement of all relevant administrative bodies
- Use of a combination of instruments
- Participatory planning
- Reflecting local characteristics

Many other policies in this Core Strategy address the needs and requirements of the Manhood area, its people, its activities and places.

Employment on the peninsula is mainly in tourism, agriculture and horticulture, boat building and the service sector. Fisheries play a relatively small but iconic role. The area attracts large numbers of visitors over the course of a short summer season, with noticeably less off-season visitors. Promoting sustainable tourist activities and achieving a better spread of visits throughout the season could produce benefits across the area.

At the southern tip is Selsey, the largest settlement on the peninsula. Many visitors are attracted to the local caravan parks, the largest economic generator in the area. Although popular with tourists, parts of Selsey are in need of regeneration.

The beaches around West Wittering attract a large number of tourists during the summer months, and provide a major focus for water-based activities, including surfing and scuba diving. The west side of the Peninsula is Chichester Harbour AONB and East Head, a small but significant mobile sand and shingle spit. Chichester and Pagham Harbours are important for wildlife with many statutory designations (see Policy SP13).

The proposed managed realignment area of Medmerry lies immediately west of Selsey. The proposals will provide sustainable long-term coastal defences and will create significant new intertidal habitat, such as salt marsh. There is potential to link Medmerry to Pagham Harbour with enhanced visitor facilities.

Taken together, the Harbours and Medmerry plus a growing network of quiet roads and off-road footpaths, cycle ways and bridlepaths offer major potential for peaceful enjoyment of the Manhood area.

Policy SP14 - Integrated Coastal Zone Management Strategy for the Manhood Peninsula

The Council will prepare plans, strategies, projects and other measures, in partnership with other organisations and local communities, to ensure that the Manhood area is planned for in a coordinated and integrated manner, whilst recognising the individual needs of the communities which populate the area.

Subject to the other policies in this Strategy, development in the Manhood Peninsula will, in principle, be supported providing it contributes to one or more of these outcomes:

(i) Facilitates the economic and social well-being of the area;
(ii) Addresses proposals for the coastline and coastal communities set out in Coastal Defence Strategies and Shoreline Management Plans;
(iii) Contributes to greater safeguarding of property from flooding or erosion and/or enables the area and pattern of development to adapt to change, including the relocation of current settlement areas, and vulnerable facilities and infrastructure that might be directly affected by the consequences of climate change;
(iv) Provides resources to improve the process of harbour and coastal management, incorporating and integrating social, recreational, economic, physical and environmental issues and actions;
(v) Improves infrastructure to support sustainable modes of transport, especially cycle ways, bridle paths and footpaths;
(vi) Provides the means of supporting regeneration on the Manhood Peninsula.

Key Background Evidence:

Development & Coastal Change Strategy
Defra – A strategy for promoting an integrated approach to the management of coastal areas in England
PPG 20 – Coastal Planning
PPS 25 Supplement – Development & Coastal Change (Guidance Notes)
Town & Country Planning Act 2008
Marine & Coastal Access Act 2009
Wildlife and Countryside Act 2005
Protection of Wrecks Act 1973
Protection of Military Remains Act 1986
North Solent Shoreline Management Plan
Pagham to East Head Coastal Defence Strategy
Conservation (Natural Habitats, &c.) Regulations 1994
76/160/EEC Bathing Water Directive
South Inshore Central Marine Plan Area (out at consultation June 2010)

Appendix 4: SWOT Analysis

Introduction and SWOT Analysis

SWOT analysis is a strategic planning method used to evaluate the **S**trengths, **W**eaknesses, **O**pportunities, and **T**hreats involved in a project or in a business venture. It involves specifying the objective of the project and identifying the internal and external factors that are favorable and unfavorable to achieve that objective.

- **S**trengths: characteristics of the area that give it an advantage over others.
- **W**eaknesses: characteristics that place the area at a disadvantage relative to others.
- **O**pportunities: *external* chances to make greater improvements to the area.
- **T**hreats: *external* elements in the environment that could have a negative impact on the area.

Strengths

- The natural environment – flora and fauna.
- Protected landscapes: Chichester and Pagham Harbours and East Head.
- Excellent seawater quality and Blue Flag beaches.
- Excellent light quality
- Coast to countryside location.
- Sandy beaches and associated visitors including families, surfers and scuba divers.
- The largest marina on the south coast
- Abundance of facilities for sailing, walking, cycling, horse riding / equine tourism, birdwatching and photography
- Many outlets catering for watersports.
- Caravan and camping sites.
- Proximity of Chichester City Centre and the South Downs.
- Local produce – agriculture, horticulture and fishing.
- Many diverse and successful local businesses.

Weaknesses

- Problems associated with being a peninsula such as road infrastructure and traffic congestion.
- Lack of a spatial plan for the Manhood Peninsula.
- Lack of awareness about the natural environment and the consequences of human activity such as wildlife disturbance.
- Poor visitor facilities such as showers / toilets.
- Loss of existing facilities and amenities.
- Poor links between east and west of the peninsula.
- Limited accommodation capacity.
- Limited local cultural diversity.
- Poor marketing and branding, and lack of a defined destination proposition.
- Insufficient affordable housing to meet need.
- Lack of provision for business expansion such as good broadband connection.

Opportunities

- Improve access to and from the A27
- Improve public transport.
- Improve the network of cross-peninsula bridleways, footpaths and cycleways and ensure they are maintained.
- Capitalise on opportunities offered by the Medmerry realignment scheme to create new cycle paths, access routes and car parks adjacent to the realignment area.
- Extend the tourist season without increasing visitor numbers.
- Encourage staycations / developing the domestic market.
- Encourage new tourist accommodation provision.
- Increase the provision of facilities for beach users to include toilets, cafes and retail outlets.
- Produce information packs / boards / talks, to increase local and visitor knowledge about local historical and natural heritage.
- Work towards providing Pagham Harbour visitor centre.
- Make provision for eco-tourism by building eco-lodges.
- Build eco-friendly housing to mitigate the affects of climate change and sea level rise.
- Encourage provision of facilities to keep visitors away from sensitive habitats such as bird nesting sites.
- Improve local shops.
- Take the opportunity to improve marketing and branding of local produce.
- Improve business facilities.
- Increase education opportunities.

Threats

- Flooding and erosion.
- Climate change and sea level rise.
- Increased traffic and congestion.
- Impacts of increased recreational pressures on the natural environment and wildlife.
- The lack of co-operation between different sectors and stakeholders on the Manhood Peninsula.
- Irresponsible dog owners and impacts on bird populations, particularly during the nesting period.
- A coherent policy for visitor facilities such as showers and toilets is lacking on the Manhood Peninsula.
- Increased level of competition within the tourism sector.
- The current economic climate that has created reluctance to start up new businesses.
- Expense of public transport.
- Insufficient capacity of sewage infrastructure to accommodate more development.
- New development on farmland and in villages that is not in keeping with the local surroundings, will compromise the ‘sense of place’ of the Manhood Peninsula.

Appendix 5: Acknowledgements

Towards ICZM was written for the Manhood Peninsula Partnership using data from a number of sources. The most important of these were the Village Design Statements, Parish Plans and other documents produced by the Parish Councils on the Manhood Peninsula and other local organisations such the Itchenor Society, and Chichester Harbour Conservancy. Without these trail-blazing efforts that provided a backbone for the document, *Towards ICZM* could not have reached this point so thoroughly or so swiftly.

Towards ICZM was originally written and compiled by Jane Cunningham, Coastal Officer for the Chichester Coastal Change Pathfinder Project. The document was then extensively reviewed and edited by the ICZM Working Group, the Manhood Peninsula Partnership sub-group concerned with the Integrated Coastal Zone Management element of the Pathfinder project. Chichester District Council received funding for the project from Defra. The Manhood Peninsula Partnership was the executive body for this element of the project. Parishes on the peninsula provided further input at the consultation stage.

ICZM Working group:
Chichester District Council – Julie Whitney (Pathfinder Project Manger), Jane Cunningham
Environment Agency – Nick Bean; Uwe Dornbusch; Helen Godfrey; Nick Philpott
Local businesses representatives – Mark Hooper (horticulture); Richard Shrubb (tourism)
MPP Project Leaders – Carolyn Cobbold; Brian Waters
Natural England – Emma Kelman
Selsey Town Council – Carol Purnell
West Sussex County Council – Glen Westmore (IZCM Chairman)
West Wittering Parish Council – Keith Martin; Jim Robertson;

Other key documents and organisations that provided inspiration included:

Alde and Ores Futures project
http://www.suffolkcoastal.gov.uk/yourdistrict/coast/aldeore/default.htm

Bognor Regis Seafront Strategy 2009
http://www1.arun.gov.uk/assets/Bognor_Regis_Regeneration/Seafront_Strategy/Draft_Bognor_Regis_Seafront_Strategy.pdf

C-Scope
http://www.dorsetforyou.com/C-SCOPE

Dorset Coast Forum
http://www.dorsetforyou.com/index.jsp?articleid=20595

Jurassic Coast
http://www.jurassiccoast.com/

Sefton Coast Partnership's ICZM Plan, 2006 – 2011
http://www.seftoncoast.org.uk/pdf/iczmplan20062011.pdf?bcsi_scan_3CE8A06FD81566AF=f9fD2QBpV7YgSlDmJU3w/qpd74IJAAAA8yHTAA==&bcsi_scan_filename=iczmplan20062011.pdf

Suffolk Coast Futures
http://www.suffolkcoastal.gov.uk/yourdistrict/coast/

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