

Public Document Pack

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A meeting of the **Cabinet** will be held in Committee Room 2 at East Pallant House Chichester West Sussex on **Tuesday 6 March 2018 at 09:30**

MEMBERS: Mr A Dignum (Chairman), Mrs E Lintill (Vice-Chairman), Mr R Barrow, Mr J Connor, Mrs J Kilby, Mrs S Taylor and Mr P Wilding

AGENDA SUPPLEMENT

This agenda supplement contains the appendices for agenda items 6, 9, 10, 12, 13, 17 and 18. As stated in the agenda, items 17 and 18 are Part II confidential exempt material and these will be circulated (on salmon paper) to members and relevant officers only.

PART I

6 **Solent Recreation Mitigation Strategy** (pages 1 to 28)

Appendix: Solent Recreation Mitigation Strategy – December 2017

9 **Social Prescribing** (pages 29 to 41)

Appendix: Social Prescribing PID

10 **Authority's Monitoring Report 2016-2017** (pages 42 to 134)

Appendix: Chichester District Council Authority's Monitoring Report 2016-2017

12 **Revisions to the Section 106 and Community Infrastructure Levy Protocol** (pages 135 to 147)

Appendix: Proposed revised Section 106 and CIL Protocol.

13 **Selsey Haven** (pages 148 to 293)

Appendix 1 – Key Issues Study RHDHV

Appendix 2 – Selsey Haven Feasibility Study Vail Williams Report

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Appendix 4 – Selsey – Making connections through place Richard Wolfstrome

Appendix 5 – MPP - Selsey Haven Funding Research Hilary O’Sullivan

Appendix 5a – Selsey Haven Grants and Funding Hilary O’Sullivan

PART II

17 Southern Gateway Implementation (pages 294 to 329)

[Exemption reasons: Paragraphs 1 (information relating to any individual), 3 (information relating to the financial or business affairs of any particular person (including the authority holding that information)), 5 (information in respect of which a claim to legal professional privilege could be maintained in legal proceedings) and 6 (information which reveals that the authority proposes – (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or (b) to make an order or direction under any enactment)]

Appendix 1: C2C LEP Funding Agreement

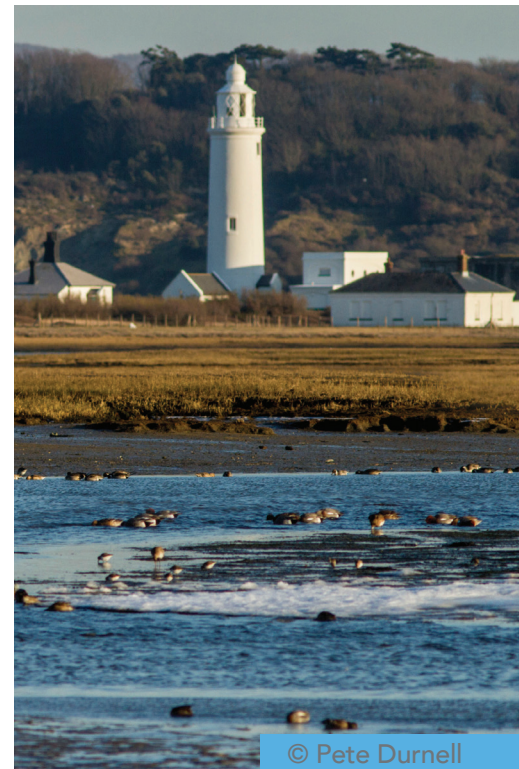
Appendix 2: Drawing No 5261 Adopted Masterplan Map

18 St James Industrial Estate Chichester (pages 330 to 340)

[Exemption reasons: Paragraph 3 (information relating to the financial or business affairs of any particular person (including the authority holding that information))]

Appendix 1: Option Appraisal

Appendix 2: PID



Solent Recreation Mitigation Strategy

Foreword by Cllr Seán Woodward - Chairman, PUSH



The value of good partnerships cannot be overstated. Clear thinking, practical application and professional commitment really can change the world.

The Partnership for Urban South Hampshire (PUSH) has been proud of its involvement with the Solent Recreation Mitigation Partnership (SRMP) from its very inception. True concern about protecting the coastline of the wider Solent region, backed up by valid research and a pragmatic approach to dealing with developers and the public alike has led to some ground-breaking progress, with the work of the SRMP being regarded nationally as best practice.

The existence of the SRMP means that our coastline can remain evolving and vibrant, benefitting from considered and relevant development whilst also ensuring ecological needs are duly met. With a public-facing brand - Bird Aware – the SRMP has achieved unprecedented success in engaging with the wider public and is developing into a major and positive force for behaviour change.

I am proud to present to you the Solent Recreation Mitigation Strategy – a document that embodies a progressive way of thinking and an opportunity to ensure our landscape is developed to meet the needs of society and our unique ecological assets. I look forward to seeing the many benefits that will arise as a result of this strategy and I invite you all to take steps to become more bird aware when visiting our beautiful coastline.

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The Solent Recreation Mitigation Partnership was established to formulate, implement and monitor the strategy using developer contributions transferred from the local planning authorities. The Partnership comprises the fifteen Solent local authorities, Natural England, the Royal Society for the Protection of Birds, Hampshire & Isle of Wight Wildlife Trust, and Chichester Harbour Conservancy. The authorities are: Chichester District Council, East Hampshire District Council, Eastleigh Borough Council, Fareham Borough Council, Gosport Borough Council, Hampshire County Council, Havant Borough Council, Isle of Wight Council, New Forest District Council, New Forest National Park Authority, Portsmouth City Council, Southampton City Council, South Downs National Park Authority, Test Valley Borough Council, Winchester City Council.

Further information about the Partnership and its work including answers to frequently-asked questions is available at: www.birdaware.org

Summary

Tens of thousands of coastal birds fly from as far as Arctic Siberia to spend the winter on the Solent. They need to be able to feed and rest undisturbed, if they are to survive the winter and fly back to their summer habitats. Three Special Protection Areas (SPAs) have been designated to safeguard the birds.

Over 60,000 new homes are planned around the Solent up to 2034. Research has shown that these will lead to more people visiting the coast for recreation, potentially causing additional disturbance to these birds.

The strategy set out in this document, aims to prevent bird disturbance from recreational activities. It seeks to do this through a series of management measures which actively encourage all coastal visitors to enjoy their visits in a responsible manner rather than restricting access to the coast or preventing activities that take place there. Prepared by the Solent Recreation Mitigation Partnership of local authorities and conservation bodies, the strategy was published for consultation in July 2017 and changes incorporated as a result.

The Strategy proposes:-

- a team of 5-7 coastal rangers to advise people on how to avoid bird disturbance, liaise with landowners, host school visits, etc;
- communications, marketing and education initiatives and an officer to implement them;
- initiatives to encourage responsible dog walking and an officer to implement them;
- preparation of codes of conduct for a variety of coastal activities;
- site-specific projects to better manage visitors and provide secure habitats for the birds;
- providing new/enhanced greenspaces as an alternative to visiting the coast;
- a partnership manager to coordinate and manage all the above.

Implementation of these measures and monitoring of their effectiveness, will be funded by 'developer contributions' calculated according to the bedroom numbers of the property, equivalent to an average of £564 per dwelling (increased annually to take into account inflation). This applies to new homes built within 5.6 kilometres of the SPAs. (This 5.6 kilometre zone is where the majority of coastal visitors live.) Some developments may require additional mitigation due to their size or proximity to a SPA.

The developer contributions will be collected by the local authorities and transferred to the Partnership which will implement the measures. Some of the money received will be set aside to fund the measures 'in-perpetuity' (calculated on an 80 years basis) after 2034.

Council leaders will steer and oversee the Partnership's activities and expenditure. Progress on implementation and financial accounts will be published in an annual report.

Further information about the Partnership is at: www.birdaware.org

Introduction

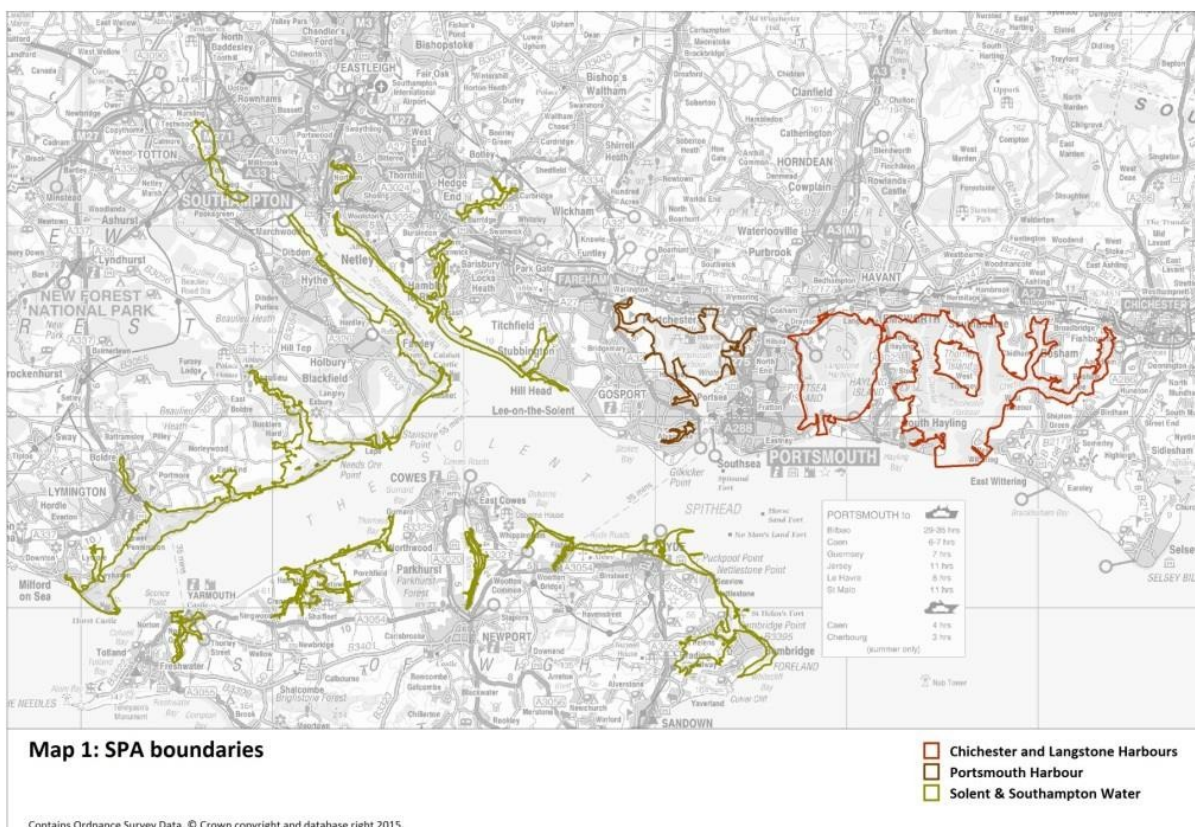
- 1.1. The Solent is internationally important for its wildlife. Each winter, the Solent hosts over 90,000 waders and wildfowl including 10 per cent of the global population of brent geese. These birds come from as far as Siberia to feed and roost before returning to their summer habitats to breed. Three Special Protection Areas (SPAs) were designated by the Government predominantly to protect these over-wintering birds (see map on page 6).
- 1.2. Legislation requires mitigation for any impact which a proposed development, in combination with other plans or project, is likely to have on a SPA. It requires local planning authorities before they grant planning permission for the project, to ensure the necessary mitigation will be provided. In practice this means that that development proposals cannot be consented or proceed unless there are no impacts on the integrity of European sites. If significant effects are predicted to occur, suitable measures for mitigation are required to reduce impacts to acceptable levels.
- 1.3. The Strategy provides a strategic solution to ensure the requirements of the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations) are met with regard to the in-combination effects of increased recreational pressure on the Solent SPAs arising from new residential development.
- 1.4. The Conservation of Habitats and Species Regulations 2017 consolidate all the various amendments made to the Conservation of Habitats and Species Regulations 2010 and the [Conservation \(Natural Habitats, &c.\) Regulations 1994](#) in respect of England and Wales. The 1994 Regulations transposed Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (EC Habitats Directive) into national law. Further details are available [here](#).
- 1.5. The Strategy seeks to provide mitigation for the duration of the impact (in-perpetuity) in line with the Habitats Regulations. Throughout this period, regular strategic reviews will take place every 5 years or more frequently if changes in the legislation or evidence necessitate.
- 1.6. A development can have various impacts, but one which is likely to arise from all new housing around the Solent SPAs is the impact of additional recreational visits, and therefore potential bird disturbance to the SPAs. Although the developer has the legal duty to provide the mitigation, the local authorities and conservation groups have devised a strategic approach to the provision of the mitigation for recreational impacts in order to facilitate delivery and ensure a consistent approach.
- 1.7. This document sets out that strategic approach, the mitigation measures to be implemented, and the arrangements for governance, reporting, and monitoring. It provides mitigation for the impact of in-combination recreational visits arising from housing which is planned around the Solent up to 2034. It does not address the impact of existing activities, which is the role of the separate Solent European Marine Sites (SEMS) initiative. It should also be noted that the Strategy does not deal with any other impacts on the SPAs such as loss of habitat, increased noise, effect on water quality etc - which may arise from new housing, or the potential impact of other types of development such as new employment sites. Separate mitigation may be required to address these additional impacts on the SPAs that arise from new development. These will be assessed by the local planning authorities, with advice from Natural England, at the planning application stage.

1.8. The strategy enables a housebuilder to make a monetary 'developer contribution' for the strategic mitigation of recreational pressures that would otherwise occur over a wide area, instead of needing to provide bespoke mitigation themselves. A developer can still provide their own mitigation, if they have the ability to do so, but for the vast majority it will be simpler, quicker and less costly to make a contribution towards the Strategy. This approach provides clarity and certainty for both developers and local authorities. It helps to deliver coordinated and effective mitigation, whilst simultaneously speeding up the development approval process and reducing the costs for all parties. It also provides a means for mitigating the impact of small developments for which it would not be practical to provide bespoke mitigation for.

2 The need for mitigation

- 2.1. The Solent coast, particularly its mudflats, shingle and saltmarshes, provide essential winter feeding and roosting grounds for birds that spend the winter here. The wide range of recreational activities which take place on this coast can result in disturbance to the birds, albeit often unintentional.
- 2.2. Human disturbance of the birds can have several impacts. Birds may be more alert, resulting in a reduction in the amount of food eaten, or they may move away from the disturbance. A bird which moves away forgoes valuable feeding time whilst in the air and also uses energy in flying - a double impact on the bird's energy reserves. If the disturbance is substantial, then food-rich areas may be little used by the birds or avoided altogether, leading to other areas hosting a higher density of birds and intensifying the competition for the available food.
- 2.3. Ultimately, the consequence of human disturbance can be increased bird mortality or a reduction in the amount of energy which the individual bird has available at the end of the winter period to fly back to its breeding grounds. If as a consequence the birds are unable to complete their migratory journey or are not in sufficiently good condition to breed when they arrive, then this would lead to a reduction in the bird population.

The Solent Special Protection Areas



- 2.4. Extensive research was undertaken during 2009-2013 to assess the impact of recreational activity on wintering birds on the Solent coast. This work was known as the Solent Disturbance Mitigation Project and formed part of the Solent European Marine Sites (SEMS) Scheme of Management. The research was coordinated by the Solent Forum, who coordinated it. This work included recording the response of birds to disturbance, face-to-face surveys of visitors at the coast, and a postal survey of households living around the Solent. Computer modelling using that information predicted the number of additional recreational visits which would be generated by planned housebuilding.
- 2.5. By far the most popular activity taking place at the coast is walking, with jogging and cycling also proving popular. The research shows that these account for 91% of all recreational activity¹. The same research also highlighted that dogs off lead were a cause of 47% of all 'major flights' i.e. bird(s) flying more than 50 metres to escape disturbance². This is why understanding the needs of dog walkers and proactively working with them is a priority for the Partnership.
- 2.6. Although other types of recreational use such as surfing, horse riding and rowing only amount to a total of 9% of activities carried out, each occurrence can create substantial disturbance³. Therefore the Partnership has longer term goals to work with each of these groups too.
- 2.7. The research predicted a 13% increase in visitor numbers at the Solent coast as a result of planned new housing, with the change on individual sections varying from 4% to 84%⁴. This highlights that the planned new housing will mean a large increase in coastal visits with a likely impact on the birds unless mitigation measures are put in place.
- 2.8. The research showed that how people behave, and how access is managed at each location determines the extent of disturbance⁵.
- 2.9. On the basis of this research, Natural England - the Government's advisor on the natural environment - issued formal advice to the Solent local planning authorities in March 2013. Their letter⁶ stated: "*This follows the completion of Phase II of the Solent Disturbance and Mitigation Project (SDMP), which reported that there is a Likely Significant Effect associated with the new housing planned around the Solent. Natural England's advice is that the SDMP work represents the best available evidence, and therefore avoidance measures are required in order to ensure a significant effect, in combination, arising from new housing development around the Solent, is avoided.*"
- 2.10. Ecological consultants Footprint Ecology were then commissioned to recommend a package of appropriate mitigation measures. Drawing on an evaluation of measures used elsewhere in the UK and the expert opinion of leading academics and practitioners, they recommended⁷:-
- A delivery officer
 - A team of wardens/rangers
 - A coastal dog walkers project
 - A review of parking
 - A review of watersport zones/watersport access
 - Codes of conduct pack
 - Series of site specific projects
 - Watersport permits & enforcement
 - Suitable Alternative Natural Greenspaces/additional green Infrastructure/alternative roost sites.

- 2.11. Of these, the main recommendation (in terms of resource allocation) would be the team of wardens/rangers. Footprint Ecology recommended that around 5-7 rangers would form a core team, supplemented with casual staff if necessary⁸. The main ranger presence would be required from September through to the end of March, they advised, but that summer tasks - such as delivering projects, liaison with local landowners and stakeholders - might make it appropriate for some staff to be employed all year.
- 2.12. Suitable Alternative Natural Greenspaces (SANGs) are a key mitigation measure at some other Special Protection Areas, but Footprint Ecology recommended caution in using them for the Solent SPAs⁹. In large part this was because a survey showed that many people visit the Solent coast for the sea views and the feeling of 'being beside the sea': 34% of those surveyed stated that nothing could be done to make an alternative site more attractive to them¹⁰. A subsequent study¹¹ concluded that SANGs may have a role to play in providing mitigation if they are closely linked to management at the coast, are targeted in the right locations, and are accompanied by active promotion of their existence.
- 2.13. The evidence¹² showed that mitigation should be required from all dwellings built within 5.6 kilometres of the boundaries of the SPAs. This is the zone from which 75% of coastal visitors live. The zone boundary is defined by using straight line distances from the SPA boundary. This approach is the same as that adopted for Thames Basin Heaths and Dorset Heathlands SPAs.
- 2.14. Two research studies were commissioned to help identify which measures would be the most effective in encouraging responsible dog walking. The first was market research with dog walkers¹³ involving interviews at the coast and an on-line survey.
- 2.15. The second study¹⁴ reviewed measures which have been successfully used elsewhere in the UK and would be relevant to the circumstances of the Solent. It recommended the use of a website, social media and other initiatives to raise dog walkers' awareness of bird disturbance and to promote alternative inland greenspaces. The study emphasised that these initiatives would require adequate resourcing and this has been taken into account with the staffing numbers to carry out this Strategy. They allow for a full time dedicated resource to work with dog walkers and dog interest groups to achieve a way forward that fully considers their needs.

NB: References for the documents mentioned above are in Appendix E.

3 Overall approach and benefits

- 3.1. The aim of this strategy is to prevent any net increase in bird disturbance as a result of additional recreational pressures arising from the approximately 64,000 new dwellings which are planned around the Solent SPAs up to 2034 (see Appendix A for the derivation of this figure). This will be achieved by:-
- raising awareness and encouraging behavioural change of coastal visitors;
 - implementing projects to better manage visitors and provide secure habitats for the birds;
 - providing and promoting new/enhanced greenspaces in less sensitive areas as an alternative to visiting the coast.
- 3.2. This overall approach of better managing visitors at the coast, rather than attempting to restrict access through bylaws, permits, etc, reflects the research (paragraph 2.4 above) which found that the level of disturbance is determined more by peoples' behaviour than purely by the number of visitors.
- 3.3. Public access to the coast provides benefits including health, education, inspiration, spiritual and general well-being. Visitor access is also important in the management of the sites for nature conservation, because people are more likely to want to be involved with and protect local sites if they have close links with them. So by maintaining public access but with measures to ensure that recreational activity and nature conservation interests are not in conflict, the coast can be managed for the benefit of both wildlife and the public.
- 3.4. Based on the findings on the level of disturbance caused by various recreational activities (paragraphs 2.5 and 2.6 above), this strategy places a particular focus on walkers, cyclists, and dog walkers, but with proportionate mitigation measures for other recreational activities. So the package of mitigation measures comprises:-
- A team of rangers
 - Communications, marketing and education initiatives
 - Initiatives to facilitate and encourage responsible dog walking
 - Codes of conduct
 - Site-specific visitor management and bird refuge projects
 - New/enhanced strategic greenspaces
 - A delivery officer (called 'Partnership Manager' from here on)
 - Monitoring to help adjust the mitigation measures as necessary.
- 3.5. These measures are described in more detail in the next section. The package echoes the recommendations of consultants Footprint Ecology (paragraph 2.10 above) except for their proposal for watersport permits and enforcement. The latter would be contrary to the Partnership's overall approach which is aimed at managing rather than preventing activity at the coast. The consultants' recommendations for a review of watersports zones and parking may be considered again if monitoring of the Strategy's effectiveness suggests additional steps are required and these actions are judged likely to assist with providing further mitigation.
- 3.6. Implementation of these measures will help avoid disturbance to the birds which fly thousands of miles to spend the winter here. There will be benefits for people too, with a wider range of greenspaces and better facilities at many of them. It will be a win-win outcome: an enhanced range of quality recreational opportunities **and** safeguarding of the birds which are such an important feature of our shores.

4 The mitigation measures

4.1. This section sets out the mitigation measures required. How they will be resourced is dealt with in section 5.

Rangers

4.2. The rangers are the key mitigation measure. A small interim team was established in late 2015. They have begun to establish themselves and their presence has generally been well received. However, a larger team is needed in order to a satisfactory minimum Ranger presence along the 250 kilometer Solent coastline and build the necessary profile amongst people who regularly visit the coast, local communities, land owners and partner organisations.

4.3. During the winter period (1 October - 31 March), a team of seven rangers will focus their time on engaging with visitors at the coast, explaining the vulnerability of the birds, and advising people how they can avoid bird disturbance.

4.4. Five of the seven will be employed all-year. During the summer period (1 April - 30 September), the five will undertake tasks for which there is insufficient time during the winter period or which are best done during better weather. Those tasks will include meeting with landowners and stakeholders, installing/maintaining signs and interpretation panels, assisting with dog walking initiatives, staffing a stand at outdoor shows/events; hosting school visits, and preparing codes of conduct in consultation with local clubs (see paragraph 4.9 below). Once the enlarged ranger team is in place, they will prepare the Access Management Assessments described in paragraph 4.18 below.

4.5. The Ranger programme seeks to bring positive changes in behavior through promoting a better understanding and appreciation of the Solent's birds and the threats they face. If the monitoring or new research suggests that this approach is not working or needs to be adjusted, the Ranger programme will be adapted to improve its effectiveness.

Communications, marketing and education initiatives

4.6. The overall approach of this strategy is to secure behavioural change through awareness raising. Communications, marketing and education are central to that mission. The 'Bird Aware Solent' brand name, a presence on Twitter and Facebook, and a high quality website provide sound foundations for further communications and education initiatives. Those further initiatives are likely to include further development of the website, regular press releases, longer articles for magazines, educational materials for schools, and a range of leaflets targeted at different coastal visitor groups. A gazebo or a mobile display vehicle would enable key messages to be disseminated at local events/shows events.

Initiatives to encourage responsible dog walking

4.7. Key messages for dog walkers will be part of the general communications, marketing and education initiatives described above, but online and printed materials specifically targeted at dog walkers will also be produced.

4.8. A dedicated member of staff for dog walker engagement will roll out a series of positive measures to actively work with this group and will draw from measures that have been successful in other areas.

Codes of conduct

- 4.9. Codes of conduct will be developed, in conjunction with user groups, as the mitigation measure for activities such as horse-riding and water-based recreation (sailing, rowing, kite surfing etc). This measure is proportionate to the impact of these activities which is small compared to walking, jogging and cycling.
- 4.10. Codes of conduct are particularly effective for club-based activities, but their availability - via smartphone access to the Partnership's website for example - can also be promoted to casual visitors through signs at locations where the activities take place. Preparing the codes in conjunction with local clubs/user groups will ensure that appropriate language is used and will help secure buy-in as a result of the clubs being signatories to the codes.

New/enhanced strategic greenspaces

- 4.11. The research showed that some coastal visitors would be prepared to visit alternative greenspaces for at least some of their recreational trips. That would help moderate the predicted increase in visitors at the coast and thus the potential for bird disturbance. It will be done through a combination of an enhanced portfolio of alternative greenspaces plus increased promotion of them by the rangers and through on-line/printed media.
- 4.12. The creation of two completely new strategic greenspaces and enhancements to other existing greenspaces is already underway^a. In the medium-longer term, there may be a need for additional strategic greenspaces - known as Suitable Alternative Natural Greenspaces (SANGs). These could be created by a developer as part of a very large housing scheme or alternatively will be implemented through the Solent Recreation Mitigation Partnership. (NB: funding for these will not be from developer contributions – see paragraph 5.12 below.) Whether delivered by developers or the Partnership, new SANGs should be sited and be laid out in accordance with the guidelines in Appendix B.

Site-specific visitor management and bird refuge projects

- 4.13. These projects could include small scale minor works which are designed to help manage the impact of recreational visits on the coast: signs and interpretation boards, provision of a low wall/fence/planting to discourage coastal users from accessing particularly sensitive spots, screening to reduce visual and noise disturbance to birds (but low enough to enable people to still see the birds and the sea), bird roosts to make them more secure, improving an inland footpath to encourage walkers to skirt around a vulnerable site. Such measures may reduce the need for the rangers to visit the stretches of coast so frequently where they have been implemented.
- 4.14. Any party wishing to suggest a project within an identified site should make the local authority within which it is sited aware of the project and ask that they assess it and consider putting it forward for potential funding.
- 4.15. The projects put forward by local authorities are then assessed on their proposal in relation to the mitigation objectives of the Strategy and the evidence base that supports their ability to alleviate pressure on sensitive parts of the coast. Assessment factors relate

^a At Alver Valley Country Park; Manor Farm Country Park; Horsea Island Country Park; Shoreburs Greenways.

to the project scale, deliverability, effectiveness, monitoring and cost. Projects are assessed by a team that includes representatives from Natural England, the RSPB, Hampshire and Isle of Wight Wildlife Trust, the New Forest National Parks Authority and the Partnership Manager.

- 4.16. Once assessed, the projects are then prioritised based on their overall score for the factors listed above and where possible funding will be recommended for those with the highest scores, in the annual budget report to PUSH.
- 4.17. The Partnership has evaluated an initial tranche of potential projects for implementation. These projects were identified by Partnership members as having the potential to contribute to the mitigation aims of the Strategy. This work will be refreshed/reviewed closer to the funding being available (anticipated to be 2020) and repeated annually thereafter. Once funding is available, the site specific projects and their scores will be published annually on the Bird Aware website.
- 4.18. Further projects will emerge from a detailed assessment of each section of coast, of the recreational uses, bird numbers, and what might be done to resolve any current and future potential bird disturbance. This work will form an Access Management Assessment. The first of those Access Management Assessments will be undertaken during 2017/18: the rest will follow once the enlarged ranger team is in place.
- 4.19. The Access Management Assessments will seek to review the activities of all coastal users and make recommendations about how their needs can be accommodated without causing recreational pressures and disturbance on the overwintering birds. These will include the identification of site specific projects (such a screening and creating all weather surfaces, re-routing of small stretches of footpath) as well as further establishing links with stakeholders.

Monitoring

- 4.20. Monitoring will help confirm that mitigation measures are working as anticipated, and whether refinements or adjustments are necessary. Monitoring is therefore integral to the mitigation 'package'. In the longer term, it will establish whether the mitigation strategy is being effective. The monitoring is explained further on the Partnership's website at <http://www.birdaware.org/article/28103/Monitoring>

5 Resource costs and funding

5.1. Implementation of the mitigation measures set out in the preceding section will require resources - a mix of staff and funds for projects, communications, monitoring etc.

Rangers

5.2. The cost of the ranger team (five all-year and two winter-only rangers - see section 4) is based on the rangers who are currently employed on the Partnership's behalf. It also includes the higher salary which will be paid to the lead ranger who will manage the team and reflects the cost of vehicles. Further details are in Appendix C.

Other staff and operating budget

5.3. The volume of communications, marketing and education initiatives and the specialist skills required justify a dedicated part-time communications post.

5.4. Drawing on the experience of the other established projects (see paragraph 2.13 and 2.14 above), a dedicated full-time officer will liaise with dog walkers to devise initiatives to encourage responsible dog walking.

5.5. A dedicated Partnership Manager post is crucial to successful delivery of this mitigation strategy. The post will coordinate implementation of the mitigation measures, procure and manage the required staff and other resources, and provide the necessary reporting.

5.6. An operating budget will fund the procuring of graphic design skills, IT staff time to maintain/expand the website, leaflet printing etc. and any consultancy support which may be needed from time to time. A small contingency is provided for the possibility of some unforeseen essential but incidental expenditure.

Site-specific visitor management projects

5.7. The site-specific visitor management projects will be implemented through a rolling five-year programme with a budget of £400,000 per year. The completed projects will need routine maintenance: a 5% per annum figure for ongoing maintenance is included in the £420,000 figure in the table below.

5.8. It should be noted that a number of local planning authorities in the zone of influence of the New Forest Special Protection Area (SPA) / Special Area of Conservation (SAC) have adopted habitat mitigation strategies in place; and are liaising to explore opportunities to develop a co-ordinated strategic approach in the future to ensure significant adverse effects on these New Forest designated sites are avoided. In the vicinity of the New Forest, Bird Aware site-specific projects will provide mitigation for the Solent designated sites, but some may be able to also give some additional benefit to the New Forest SPA/SAC.

In-perpetuity

5.9. This strategy mitigates the recreational impact of new housing up to 2034, but the mitigation measures need to be in place for the duration of the impact. The Partnership has decided that this 'in-perpetuity' payment should be calculated on an 80 year basis and this has been accepted by Natural England. This is the same time period as that adopted for South East Devon European Site Mitigation Strategy for example.

- 5.10. So this strategy includes a mechanism for funding the mitigation measures after 2034 when the developer contributions from those planned new homes will come to an end. That mechanism is described in more detail in Appendix D, but in summary, a proportion of the money received each year from developer contributions will be transferred into an investment fund. That 'in-perpetuity fund' will grow each year through those annual cash transfers and the interest earned. By 2034, the fund will be sufficiently large to fund the mitigation measures in-perpetuity.
- 5.11. Some of the mitigation measures will not continue after 2034 or will be resourced at a reduced level. The programme of site specific visitor management projects will end, the dog walking initiatives post and the communications & education post will be combined, the operating budget will reduce, monitoring will continue at a reduced scale, and the Partnership Manager post will cease. The work of the latter will be much diminished after 2034; the local authorities have agreed to take on the remaining tasks in-perpetuity.

Funding

- 5.12. The current strategic greenspace projects (paragraph 4.12 above) are funded through the Solent Local Growth Deal with complementary local funding from the local authority which is implementing it. Funding for the further strategic greenspaces will be sought from future local growth deals or other similar sources, unless the greenspace is provided as part of a large housing scheme in which case the developer will fund it. PUSH has produced a Green Infrastructure Strategy which may be able to help secure funding for further greenspace enhancements.
- 5.13. The other resource costs need to be funded from developer contributions. Those costs are summarised in the table below and are set out in greater detail in Appendices C and D.

Summary of annual costs up to the year 2034

| | £thousands per annum |
|---|-------------------------|
| Rangers | 272 |
| Other staff | 93 |
| Operating budget and monitoring | 90 |
| Site specific visitor management projects | 420 |
| Contingency | 10 |
| In-perpetuity funding | 1111 |
| Total annual cost | 1996 |

All figures are at 2016 prices because the developer contribution is index linked and will automatically rise with inflation.

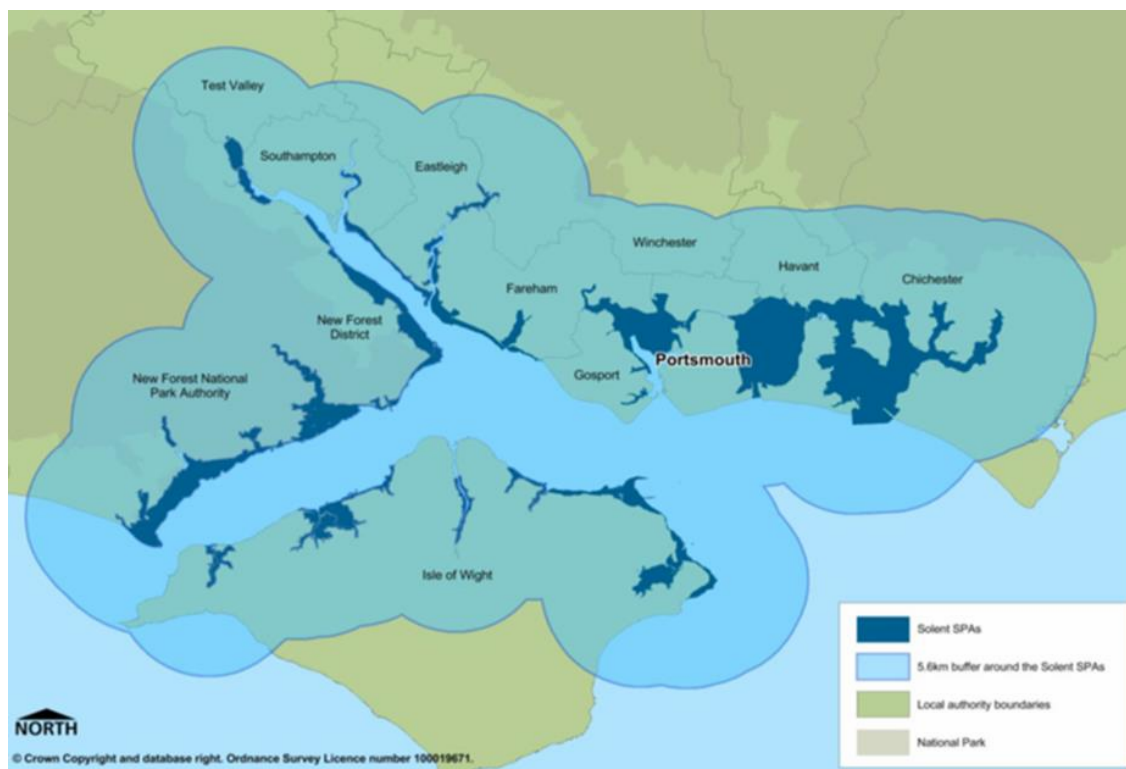
- 5.14. This total cost when divided amongst the number of new dwellings to be mitigated each year (estimated as 3,538 - see Appendix A), means that an average developer contribution of £564 per dwelling is required (These figures will be increased on 1 April each year in line with the Retail Price Index (RPI) rounded to the nearest whole pound.)
- 5.15. Although that figure is the best estimate of the number of planned new homes, the number actually constructed could be different to the estimate. However, the package of mitigation measures in this strategy is 'scalable', which means that the amount of mitigation can be increased or decreased in line with actual housebuilding.

6 Developer contributions

- 6.1. As explained in the previous section, the baseline developer contribution is the equivalent of £564 per dwelling (though in practice this will be charged on a sliding scale based upon bedroom numbers per dwelling). These figures will be increased on 1 April each year in line with the Retail Price Index (RPI) rounded to the nearest whole pound.
- 6.2. Immediately following the adoption of the Strategy by a given local authority, the new developer contribution rate will apply to all relevant applications within the 5.6km zone, determined after that date within the authority's area. It is anticipated that all Solent local authorities will have adopted the Strategy by the end of March 2018.
- 6.3. That developer contribution will be required for every net additional dwelling within 5.6 kilometres of the boundaries of the Solent Special Protection Areas (see map below) unless the developer can demonstrate to the satisfaction of the local planning authority and Natural England that it will provide alternative 'bespoke mitigation' which will fully mitigate the recreational impact of the development.
- 6.4. In this context, 'dwelling' includes net new dwellings created through the sub-division of existing dwellings, second homes, dwellings to be used as holiday accommodation, self-contained student accommodation, and new dwellings created as a result of approval granted under the General Permitted Development Order e.g. change of use from office to residential (including houses and flats). It includes permanent accommodation for gypsies and travellers; temporary/transit pitches will be assessed on a case-by-case basis by the local planning authority in consultation with Natural England.
- 6.5. In the case of self-contained student accommodation, a case by case approach is taken because it is recognised that due to the characteristics of this kind of residential development, specifically the absence of car parking and the inability of those living in purpose built student accommodation to have pets, the level of disturbance created, and thus the increase in bird disturbance and associated bird mortality, will be less than dwelling houses (use class C3 of the Use Classes Order^b). The SDMP research showed that 47% of activity which resulted in major flight events was specifically caused by dogs off of a lead. As such, it is considered that level of impact from purpose built student accommodation would be half that of C3 housing and thus the scale of the mitigation package should also be half that of traditional housing.
- 6.6. Whilst these units of accommodation are assessed on a case by case basis, not purely on their numbers of bedrooms, a general model for calculation follows: As the average number of study bedrooms in a unit of purpose built student accommodation is five, for the purposes of providing SPA mitigation, every five study bedrooms will be considered a unit of residential accommodation and charged accordingly (i.e. 50% of the rate of the 5 bedroom property charge). However, the final figure will be derived in consultation with Natural England and the local planning authority and developers are urged to hold early discussions with them on this matter.

^b https://www.planningportal.co.uk/info/200130/common_projects/9/change_of_use

The 5.6 kilometre zone around the Solent Special Protection Areas



6.7. Some housing schemes, when accounting for their scale or relationship with the SPAs, may need to provide bespoke mitigation measures in addition to making the financial contribution in order to ensure effective avoidance/mitigation of impacts on the SPA. A very large scheme could have a disproportionate impact on particular sections of coast compared to the dispersed impact of smaller schemes providing the same overall number of new homes. Similarly, mitigation in addition to the standard developer contribution may be needed for new dwellings which are close to the SPAs because the occupants are much more likely to visit the coast with the potential for a greater impact.

6.8. Other influencing factors that might be considered in the need for additional mitigation could include (but are not be limited to), existing access to inter-tidal areas, type of frontage - beach, sea wall, adjacent habitats - deep mud or shingle/sand, the height of the site in relation to the inter-tidal level and proposed design of the new scheme. Therefore even very modest housing schemes could have a greater impact, whilst some larger schemes may have less of an impact due to their specific location. The assessment as to whether a particular scheme will require additional mitigation is complex and will depend on a range of factors so it is not possible to say, as part of Strategy, when development will need to provide further measures. The local planning authority, with advice from Natural England, will consider the mitigation requirements for such housing proposals on a case-by-case basis. Developers are encouraged to hold early discussions with Natural England and the local planning authority on the mitigation which will be needed for such schemes.

6.9. The need for mitigation for the recreational impact of other types of residential accommodation will be assessed on a case-by-case basis by the local planning authority. The key 'test' is based around the likelihood of the proposed development generating additional recreational visits to the SPA(s). For example, in respect of residential

accommodation designed specifically for elderly people, a developer contribution (or bespoke mitigation) will be required for apartments for the active elderly, but not for secure accommodation such as a residential nursing home for people who are unable to independently leave that accommodation and which does not provide residents parking or allow pets (this would also apply to people living with conditions that limit their mobility). However, mitigation may be required for any staff living on-site. Retirement properties designed for independent living with parking provision and which allow pets will be treated the same as C3 residential properties.

- 6.10. New hotels and other holiday/tourist accommodation - defined as both wholly new establishments and extensions of existing ones - is a residential-related use with the potential to generate additional recreational visits to the SPA(s). The need for mitigation for new hotel accommodation will be assessed on a case-by-case basis by the local planning authority in relation to the 'tests' set out in the paragraph above. Mitigation is unlikely to be required for new hotel accommodation in a city centre for example, if the guests will predominantly be business people or those visiting the built heritage rather than the coast. On the other hand, mitigation is more likely to be required for new hotel accommodation close to a SPA where guests will probably spend some time walking or pursuing other recreational activities at the coast.
- 6.11. Where mitigation is deemed to be necessary for new hotel and other holiday/tourist accommodation, the mitigation may take the form of a developer contribution calculated on the basis of the number of new bedrooms and the monetary contributions (or a proportion thereof) in paragraph 6.1 above. Such contributions will be pooled and spent on mitigation measures in the same way as developer contributions from new dwellings.
- 6.12. This scope of this strategy is mitigating the recreational impact of new residential-related accommodation on the Solent Special Protection Area(s). Separate mitigation may be required for other impacts which may arise from new housing, e.g. impacts on water quality, noise disturbance, high buildings obstructing bird flight lines, loss or damage to supporting habitats. Those will be assessed by the local planning authorities, with advice from Natural England, at the planning application stage to identify whether, and if so what, mitigation is required. However, developers are encouraged to hold early discussions with Natural England and the Local Planning Authority

A sliding scale of developer contributions?

- 6.13. Currently, the same developer contribution is paid irrespective of property size - a 'flat rate' contribution. However, larger properties can accommodate more people, with the potential for a larger number of visitors to the coast, creating a higher level of impact so a sliding scale of contributions has been developed to reflect this. There are practical difficulties with trying to vary it by floorspace or sale price, but for some SPA mitigation strategies elsewhere in the UK, it has been determined fairest that the developer contribution varies according to the number of bedrooms in the new property.
- 6.14. So instead of a £564 flat rate, the Partnership will use a sliding scale of contributions. This will be:-
- £337 for 1 bedroom dwelling
 - £487 for 2 bedroom dwelling
 - £637 for 3 bedroom dwelling
 - £749 for 4 bedroom dwelling
 - £880 for 5 bedrooms or more

6.15. The figures above are based on an estimate of the mix of housing that will be proposed and the need to secure a total income level that is equivalent to that which would be raised through charging a flat fee. The methodology used to calculate the figures is based on that developed by LPA's within the Thames Basin Heaths mitigation scheme. It accounts for the existing occupancy of properties and the projected mix going forward based on a sample of authorities within this area. These will be reviewed every two years throughout the duration of the Strategy.

7 Implementation, governance and reporting

Implementation

- 7.1. The developer contributions are paid to local planning authorities. Each authority decides which legal mechanisms to use to secure the developer contributions from schemes in its area and the potential for phased / staged payments in relation to specific proposals.
- 7.2. The authorities pool the developer contributions received and implement the mitigation measures through the Solent Recreation Mitigation Partnership. The contributions received by the authorities are transferred quarterly to the Partnership.
- 7.3. The Partnership sets a budget for each year, including the amount to be transferred that year into the in-perpetuity fund (see paragraph 5.13). Some money will be held in reserve at all times to cushion against variations in the amount of developer contributions received each quarter: such variations are inevitable due to market-driven fluctuations in the number of sites/development phases on which construction begins. The value of the contributions received by the Partnership each year and details of all expenditure, are set out in an annual statement of accounts.
- 7.4. The higher developer contribution will mean increased funding for mitigation. However, many developer contributions are only paid on the commencement of development, so there is a time delay between a planning permission being granted and the money being paid to the authority. For some schemes this can be a matter of weeks; for others it can be several years. So that time delay will mean that the amount of money received by the Partnership will increase only gradually over the next 2-3 years. This will constrain the implementation of mitigation measures in the short term: so, for example, it will probably not be possible to have the full ranger team in place until 2019 or 2020.

Governance

- 7.5. The Partnership's management structure comprises a small Project Board of senior officers and a Steering Group which includes an officer from each of the nineteen partner organisations. The Project Board sets the Partnership's overall direction and budget. Working within those, the Steering Group manages the operational tasks. The Partnership Manager has delegated responsibility for managing day-to-day activities.
- 7.6. Further details of the composition and roles of the Project Board and Steering Group are in the Partnership's Terms of Reference, which can be seen at: <http://www.birdaware.org/CHttpHandler.ashx?id=27311&p=0>
- 7.7. The governance, political steer and oversight of the Solent Recreation Mitigation Partnership (SRMP) is provided by the Partnership for Urban South Hampshire (PUSH) with the involvement of representatives of the three local planning authorities which are not members of PUSH - Chichester District Council, New Forest National Park Authority, and South Downs National Park Authority. This is done through reports to the PUSH Joint Committee, which comprises the Leader of each PUSH authority supported by their Chief Executive. A representative from each of the three non-PUSH authorities is invited to participate in the Joint Committee meeting whenever there is discussion of a SRMP-related matter.

Reporting

- 7.8. Normally, the SRMP presents two reports each year to the PUSH Joint Committee: one to seek approval for the proposed SRMP budget and Project Board membership for the ensuing year, and the other to seek approval of the SRMP's Annual Report. Those reports to the PUSH Joint Committee can be seen at: http://www.push.gov.uk/work/latest_joint-committee.htm
- 7.9. The Annual Report records the progress made in implementing the mitigation measures and summarises the conclusions of completed monitoring. It also contains the statement of accounts for the preceding year and the budget for the coming year. It is published immediately after approval by the PUSH Joint Committee.
- 7.10. Partnership reports on research and monitoring are published as soon as they have been completed.
- 7.11. All those reports, this strategy, and a range of other documents/information can be seen on the SRMP's website at: www.birdaware.org

Review

- 7.12. The Strategy seeks to provide mitigation for development planned until 2034. In order to keep the Strategy relevant throughout this period, regular strategic reviews will take place every 5 years from implementation (or more frequently if changes in legislation or evidence necessitate). This will allow for lessons learnt, new best practices and variations over time to be incorporated into the Strategy, making it more relevant for longer. Following each review, an update report will be made available on the website.

Appendix A: Calculation of number of new dwellings mitigated

- A1. This strategy has been prepared to mitigate the 63,684 new dwellings which are planned between 2016 and 2034 - an average of 3,538 per annum. This estimate is derived from the PUSH Spatial Position Statement which looks to 2034^c and an assumed continuation to 2034 of the currently planned building rate in the three non-PUSH authority areas.
- A2. The PUSH Spatial Position Statement envisages an average of 4,537 new dwellings each year in the whole PUSH area. It is estimated that around 3,195 of these could be located within 5.6km of the Special Protection Areas. This estimate is based on information provided by the local planning authorities for a sub-regional transport model which uses localised zones and thus provides a reasonably good basis for calculating development within 5.6km. Working from these figures has provided the best available estimate.
- A3. In the three non-PUSH authority areas - Chichester District, New Forest National Park, South Downs National Park - the currently planned building rate is a combined 343 dwellings per annum. The adopted Local Plans for those three areas only look ahead to varying dates between 2026 and 2031, so for the purpose of this strategy it is assumed that the currently planned rate of 343 dwellings per annum will continue to 2034.
- A4. Therefore, the figure for the whole Partnership area is 3,538 per annum - a total of 63,684 between 2016 and 2034.

^c View at: www.push.gov.uk/work/planning-and-infrastructure/push_spatial_position_statement_to_2034-2.htm

Appendix B: Criteria for Suitable Alternative Natural Greenspaces (SANGs)

The following guidelines have been created to reflect responses to Solent specific research and may further evolve over time as more research is undertaken.

These guidelines are focused towards strategic SANGs, rather than bespoke mitigation packages for individual developments and include locational criteria for siting wholly new sites, and criteria for their design and facilities. The latter criteria are also relevant to projects to enhance existing strategic sites: they set out the priorities for new facilities to be provided, and the improvements to be made to the layout and design. The guidelines take account of the research findings¹³ on the features/facilities which would make an alternative site attractive to people seeking places for recreation. Monitoring is being undertaken at the strategic SANGs which will further inform future SANG design.

Locational criteria

Essential

- a wholly new site or an enhancement of existing public open space if the site is currently underused and has substantial capacity to accommodate additional recreational activity or could be expanded, taking into account the availability of land and its potential for improvement;
- be in a location where it will divert visitors especially dog walkers away from sections of SPA coast which are sensitive to additional human disturbance and where a significant increase in visitors is predicted;
- be located where it will attract visitors who would otherwise have gone to those sections of coast ^d;
- be large enough to include a variety of paths which enable at least one circular walk of at least 5 km (approx. a 60 min walk);
- be in a location where a SANG would be acceptable in terms of planning policy and traffic generation, and would not have an unacceptable impact on biodiversity e.g. a nature conservation site protected under a local or national designation;
- be sufficiently large to be perceived as a cohesive semi-natural space, offering tranquility, with little intrusion of artificial structures (except in the immediate vicinity of car parks) and with no unpleasant intrusions of other kinds e.g. wastewater treatment odours;

Desirable

- has views of the sea which are not too distant or includes a sizeable water feature;
- has a varied topography with some gentle slopes, a mix of open and wooded areas, and a focal point such as a viewpoint, monument etc.

Criteria for design and facilities

Essential

- includes a variety of paths which enable at least one circular walk of at least 5km (approx. a 60 min walk);

^d Generally, proposals will be within the Partnership area but sites located just outside might be considered.

- includes adequate car parking for visitors with that car parking being well located in relation to the road network;
- be clearly signed at access points and at key junctions on the surrounding road network, with an information panel at each access point which explains the layout of the SANG and the routes available to visitors.
- access points for visitors arriving on foot must be well located in relation to nearby residential areas;
- designed so that the SANG is perceived by users as a cohesive semi-natural space which is safe and easily navigable;
- paths must be clearly discernible, well signposted/waymarked, and have firm, level, well drained surfaces (albeit unsealed to avoid any 'urban feel') in order to be useable throughout the winter;
- movement within the SANG must be largely unrestricted, with plenty of space away from road traffic;
- Dogs are welcome and the majority of the sites is suitable for safe off-lead dog exercise.
- Dog swimming area.
- Dog waste bins.

Desirable

- car parking would be free of charge in the winter and preferably all year round;
- has multiple access points and with car parking at each rather than in a single location;
- incorporates innovative and attractive dog walking facilities such as dog activity trails, agility courses, enclosed off-lead training/exercise areas, dog washing facilities.

Appendix C: Resource costs

The table below sets out the estimated annual costs of each expenditure item, for the period up to 2034 and during the in-perpetuity period thereafter.

| Expenditure item | Up to 2034 | After 2034 | Notes |
|---|------------------|----------------|-------------------------------------|
| All-year rangers | 200,000 | 200,000 | 5 posts @ £40k pa ^e |
| Extra salary payment for Lead Ranger | 5,000 | 5,000 | |
| Branded vehicles for all-year rangers | 25,000 | 25,000 | £5k pa each (all-year rangers only) |
| Winter-only rangers | 42,000 | 42,000 | 2 posts @ £21k pa |
| Sub-total | 272,000 | 272,000 | |
| Communications & education post and Dog Walking Initiatives Post | 63,000 | - | Total of 7.5 days per week |
| | | | |
| Combined communications, education and dog walking initiatives post | - | 21,000 | 2.5 days per week |
| Partnership Manager | 30,000 | - | 3 days per week |
| Operating budget | 60,000 | 30,000 | |
| Monitoring | 30,000 | 15,000 | |
| Site specific visitor management projects | 400,000 | - | |
| Maintenance of capital projects | 20,000 | 20,000 | 5% of the £400k projects funding |
| Contingency | 10,000 | 5,000 | |
| Total expenditure | 885,000 | 363,000 | |
| In-perpetuity funding for expenditure beyond 2034 | 1,111,000 | | See Appendix D |
| Grand total | 1,996,000 | | |
| Divided by number of new dwellings | 3,538 | | See Appendix A |
| Developer contribution - £ per dwelling | 564 | | |

Notes

All the figures are at 2016 prices: the developer contribution is index linked, so that annual increase will cover inflation-related rises in the above figures.

The winter-only rangers costs provide for their employment for seven months from 1 September, in order to allow one month for training and familiarisation ahead of winter patrols between 1 October and 31 March.

Each all-year ranger will have a small van to transport equipment for displays to local events etc. The seasonal rangers will use their own vehicles to get to sites.

All the staff cost figures include the employer's national insurance and pensions contributions, office accommodation, IT costs, as well as the individual's salary.

The operating budget will cover website development and maintenance, graphic design and printing costs, display/exhibition materials, consultancy support. for all communications/education, dog walking initiatives and generic Partnership activities.

^e This cost does not represent the Rangers salary level as it also includes other employment costs such as uniform, office space, national insurance and pension contributions.

Appendix D: In-perpetuity funding

D1. Paragraphs 5.9 - 5.10 explained the need to fund the key mitigation 'in- perpetuity' - defined in agreement with Natural England as 80 years beyond 2034 i.e. to the year 2114. In summary, a proportion of the money received each year from developer contributions will be transferred into an investment fund. That 'in- perpetuity fund' will grow each year through those annual cash transfers and the interest earned, such that by 2034 it will be sufficiently large to fund the mitigation measures every year thereafter. This Appendix provides more details of methodology and assumptions used in the in-perpetuity funding calculations.

Creating the in-perpetuity fund

D2. The amount of money which needs to be transferred into the in-perpetuity fund each year to 2034 is determined by the annual cost of the mitigation measures during the ensuing in-perpetuity period (£363,000 - see Appendix C) and predicted interest rates during that same period. Capita - a leading expert body which provides financial advice to many of the Solent local authorities - predicts that interest rates will rise from 0.25% in 2018/19 to 2.50% in 2024/25, and thereafter remain at 2.50%.

D3. As explained in paragraph 7.4, the amount of money received by the Partnership will only increase gradually over the next 2-3 years. Taking that into account, the £122,000 which was transferred into the in-perpetuity fund in 2016/17 needs to rise to £1,110,000 in 2020/21 and each year thereafter, in order that the value of the fund in 2034 is sufficiently large to fund the planned expenditure during the ensuing in-perpetuity period.

D4. The table below shows the situation in 2016/17 and 2017/18, and the predicted situation in the final year 2033/34. All the figures are at 2016 prices because the developer contribution is index linked and will rise with inflation. There is only space here to show three years, but full calculation for all 18 years is in an Excel spreadsheet which can be seen at: www.birdaware.org/faqs

| | | 2016/17 | 2017/18 | | | | | | | 2033/34 |
|---|--------------------------|----------------|----------------|--|--|--|--|--|--|----------------|
| a | Fund value at year start | £0 | £122,000 | | | | | | | £18,790,302 |
| b | Interest rate | 0.25% | 0.25% | | | | | | | 2.50% |
| c | Interest generated | £0 | £305 | | | | | | | £469,758 |
| d | Money transferred in | £122,000 | £267,000 | | | | | | | £1,111,000 |
| e | Fund value at year end | £122,000 | £389,305 | | | | | | | £20,370,060 |

row (a) = (e) of previous year row

(b) = forecast interest rate row (c) =

row (a) x row (b)

row (d) = amount transferred into the fund in that year rom

(e) = (a)+(c)+(d)

Funding the mitigation measures during the in-perpetuity period

D5. At the start of the in-perpetuity period in 2034/35, the fund is predicted to have a capital value of around £20million. Spending on mitigation measures during the 80 year in-perpetuity period will be funded partly by drawing on that capital and partly from the interest earned on the remaining balance. So at the end of the in-perpetuity period in 2113/14, the capital will have reduced to around zero.

D6. This calculation incorporates an assumed inflation rate of 2% per annum during the in-perpetuity period. (That 2% rate is based on the latest OECD forecast which looks to 2060.) Factoring in that 2% assumption over an 80 year period has a big impact on the calculations. The planned spending during the in-perpetuity period is £363,000 at 2034 prices. Increasing that figure by 2% per annum means it becomes £1.74million by 2113/14.

E7. The table below shows the first and last years of the 2034-2114 in-perpetuity period. The full calculation for all 80 years is in an Excel spreadsheet which can be seen at: www.birdaware.org/strategy

| | | 2034/5 | | | | | | 2113/4 |
|---|--------------------------|---------------|--|--|--|--|--|---------------|
| a | Fund value at year start | £20,370,060 | | | | | | £1,888,146 |
| b | Spent during year | £363,000 | | | | | | £1,735,083 |
| c | Amount left in fund | £20,007,060 | | | | | | £153,064 |
| d | Interest earned | £500,176 | | | | | | £4,592 |
| e | Fund value at year end | £20,507,236 | | | | | | £157,656 |

row (a) = (e) of previous year

row (b) is the cost of the in-perpetuity mitigation measures, increased by 2% each year to allow for inflation

row (c) = (a) - (b)

row (d) = (c) x 2.5%

row (e) = (c) + (d)

Appendix E: References

1. Liley D, Stillman R & Fearnley H (2011) Solent Disturbance & Mitigation Project Phase II Results of bird disturbance fieldwork 2009/10. Paragraph 3.7
2. Ibid. Paragraph 3.15
3. Ibid. Figure 8
4. Liley D & Tyldesley D (2013) Solent Disturbance & Mitigation Project Phase III Towards an Avoidance and Mitigation Strategy. Paragraph 2.9
5. Liley D, Stillman R & Fearnley H (2011) Solent Disturbance & Mitigation Project Phase II Results of bird disturbance fieldwork 2009/10. Paragraph 3.18
6. Natural England (31 May 2013). Letter from to all local authorities
7. Liley D & Tyldesley D (2013) Solent Disturbance & Mitigation Project Phase III Towards an Avoidance and Mitigation Strategy. Paragraphs 5.1 - 5.66
8. Ibid. Paragraph 5.6
9. Liley D & Tyldesley D (2013) Solent Disturbance & Mitigation Project Phase III Towards an Avoidance and Mitigation Strategy. Paragraphs 5.61 - 5.63
10. Fearnley H, Clarke R T & Liley D (2010) Solent Disturbance & Mitigation Project Phase II On-site visitor survey results. Paragraph 2.26
11. Panter C & Liley D (2015) Alver Valley SANG Study
12. Liley D & Tyldesley D (2013) Solent Disturbance & Mitigation Project Phase III Towards an Avoidance and Mitigation Strategy. Paragraphs 7.28 – 7.30
13. Clarke C (2016) Market research relating to initiatives to encourage responsible dog walking
14. Jenkinson S (2016) Mitigation options for influencing the behaviour of walkers with dog in the Solent area
15. Ibid. Paragraph 9.4.2.1

All these documents can be accessed via:

<http://www.birdaware.org/article/28102/Research>

Project Documentation**PROJECT INITIATION DOCUMENT
(PID)****Social Prescribing**

| | |
|---------------------|------------------------------|
| Release: | Final Draft |
| Date: | 29/01/2018 |
| Author: | Elaine Thomas |
| Approved by: | Louise Rudziak 20/02/2018 |

Document History

| Revision Date | Version | Summary of Changes | Reviewer(s) |
|---------------|-------------|--|-------------|
| 31/01/2018 | 1 | First draft amendments | IB |
| 8/02/2018 | 1 | Amendments following comments from CIT | AB |
| 13/02/2018 | Final draft | Final amendments following comments from SH, LR and PO | ET |
| | | | |

Consideration by the Corporate Improvement Team

| Date | Reviewing Officer | Comments for Consideration |
|--------|-------------------|--|
| 8/2/18 | Andy Buckley | Proposed minor changes to the project outcomes, the inclusion of a Post Project Evaluation in the timetable, and that the equalities impact be documented. All comments incorporated into final version. |

Approvals

This document requires the following approvals:

| Name of person, group or committee |
|------------------------------------|
| Cabinet 6 March 2018 |
| |
| |
| |
| |

Distribution

A final copy of the approved document will be distributed to:

| Name | Job Title |
|---|-----------|
| Social Prescribing steering group members (TBC) | Na |
| | |
| | |
| | |

1. PURPOSE OF DOCUMENT

This Project Initiation Document (PID) defines the Social Prescribing project. It builds upon the Initial Project Proposal document and sets out the aims of the project, why the project should go ahead, who is involved and their responsibilities. This PID will provide the baseline for the project's management and for an assessment of its overall success.

2. PROJECT DESCRIPTION

This proposal seeks to develop a service, initially over a 2 year period, in partnership with the Local Community Networks (LCNs) in Chichester. Rural North Chichester LCN, covering the GP practices to the north of the downs and South Chichester LCN covering the GP practices in the south of the district.

3. BACKGROUND

Social Prescribing is defined as the skill of connecting people to services and support in local places. It is a service for GPs and other health professionals to access for patients who present with problems that are essentially nonmedical and require more holistic community based interventions.

It has been estimated that around 20% of patients consult their GP for what is primarily a social problem (Citizens Advice 2015). 70% of all causes of appointments for ill health are impacted by the wider determinants of health eg where we live, our support networks, our housing, the environment we live in etc.

GPs are not in a position to address a patient's wider health issues due to time constraints and lack of knowledge of local services or appropriate community based referral routes. They are often at a loss of how to help their patients.

The growing pressure on GPs and other local services mean that people are increasingly having to wait for support or at worse are falling through the gaps and not getting any support at all. Locally GPs have suggested that this situation will only worsen, hence the need to change the way we provide services.

Social Prescribing type projects have been in place in various guises for many years across the country but this project has emerged following a successful pilot in Adur and Worthing, 'Going Local', which particularly links GPs with community groups and services. The recently published year one evaluation shows that this is an effective approach in connecting people with their community and empowering them to access groups, activities and services and enabling people to make positive changes to their own lives.

Social Prescribing links to the councils corporate plan objective to 'support our communities, particularly those who are vulnerable, to be healthy and active'.

The proposal is for the council to host the service by employing the staff but the project will be developed and driven by a steering group made up of funding partners and other key organisations. This is an opportunity for the

council to lead a new project delivery partnership where we can potentially join up services across the whole system for the benefit of our most vulnerable communities.

If the decision is taken not to progress this work then it is likely that the service will be hosted by one of the Voluntary Sector partners which could lead to increased management and support costs balanced by a reduction in the funding we have available for staff time. Currently GPs are keen for the council to be the employing organisation as they can see the economies of scale by joining with the existing Wellbeing service along with its record of successful service delivery.

4. PROJECT OBJECTIVES AND SUCCESS CRITERIA

4.1. Outputs

- Capacity to support 600 -700 individuals each year. (based on project outcomes achieved by Worthing and Adur Councils)
- A more appropriate, local route for people to access support in a timely way
- Increased recognition amongst NHS partners of the value and role of Voluntary Sector services
- Cross system support for Voluntary and Community sector groups who deliver services which support people signposted via the social prescribing project.
- More cost effective use of Council and NHS resources.
- The project will be deemed successful when GPs are referring into the service appropriately and see reduced demand from patients who present with non-medical issues. This will indicate that patients are receiving the right services to support their needs.

- 4.2. Outcomes – NB:** the steering group are still taking advice from WSCC Public Health on the evaluation and therefore the measurable outcomes listed below are subject to change. Further evaluation measures are being planned to enable longer term monitoring of outcomes.

The Customer / Community:

- People who find it difficult to access services will have a support mechanism to help them to become more resilient and build confidence in being able to support themselves.
- Monitoring of onward referrals will identify gaps in service / capacity within Voluntary Sector services.
- Case studies will demonstrate how individuals become more independent leading to reduced dependency on Council, GP and hospital services.

People (CDC staff):

CDC will host the service employing the staff (4FTEs) who will cover the district. They will develop strong links with relevant service areas in the council where support for clients is required. This cross cutting approach will

enable service areas to improve their understanding of client needs and the wider issues that impact in their ability to access our services.

Service Performance:

By providing this level of support for individuals we will be able to ensure that our most vulnerable and potentially resource intensive customers are supported with the right services at the right time.

Financial:

CDC part funding of £57,000 a year for two years is match funded by partners.

Environment:

None

4.3. Outcome Measures

A 10% reduction in repeat GP visits by those patients who engage with the service following a GP referral, measured in the 12 month period following the completion of the intervention with a Community Referrer

Measured using the 5 Ways to Wellbeing assessment tool at the start and end of the intervention with a Community Referrer, where at least 50% of clients demonstrate;

- an increase in self-esteem and confidence,
- Improvements in mental wellbeing, and positive mood
- Increases in sociability, communication skills and making social connections
- Acquisition of learning, new interests and skills

Clients will complete the '5 ways to wellbeing assessment tool which records their capacity to 1) 'Connect' with their community and others, 2) 'Be physically active' 3) 'Take notice' of their surroundings and appreciate their environment, 4) 'Keep learning' and acquiring new skills, 5) 'Give', eg time, resources, skills. This tool is completed at the start of the intervention and repeated at the end. The Community Referrer will work with the individual where relevant to improve each area of the 5 ways.

A robust evaluation process will be put in place at the start of the project. Initially recording client demographic data, referral sources, reasons and the onward journey for support etc to ensure the service is reaching the right people and identifying any gaps or support that may be needed for local services.

Case studies will demonstrate the client journey across the time they spend with the Community Referrer and other services. This approach will enable us to demonstrate the effectiveness of the service and the impact that contact with new community groups can have on individuals.

The number of further visits to the GP and acute hospital admissions will be monitored from GP records over time. Based on evidence from other areas it is expected that we will see a reduction in both.

This is a Public Health evidence based evaluation tool used by other Social Prescribing projects in the county which will therefore enable statistically comparable outcomes to be made.

4.4. Dis-benefits

There is some concern within Voluntary Sector partners that the increase in referrals made by the Community Referrers to Voluntary and Community sector groups could cause problems if they do not have capacity to accommodate the additional demand. To mitigate this as part of the service evaluation we will closely monitor onward referral routes and identify any gaps or demand issues promptly. We are working with the Communities Team to determine the potential for supporting such groups with accessing the Council's grant process and working with West Sussex County Council to ensure their grants and commissioning programmes are able to support these local groups. Colleagues from Voluntary and Community sector groups will be invited to sit on the project steering group to ensure their views and concerns are taken into account.

4.5. Out of Scope

To ensure the service does not get overwhelmed, self-referrals and referrals from other sources initially will not be accepted. It is also important that we work with GPs and practice staff to ensure that appropriate referrals are made.

5. PROJECT CONSTRAINTS

The constraints to this project are associated with the amount of funding we are able to secure. Currently funding for 4FTE staff has been identified but if the project is successful the referrals will need to be closely monitored to ensure the service does not become overwhelmed or additional funding secured to expand the service.

6. PROJECT ASSUMPTIONS

The key assumptions made are that GPs will engage with the service and refer appropriate patients for support. The LCNs which include GPs from all practices have identified Social Prescribing as a key priority and there is a workshop planned during March 2018 specifically to provide training for GPs on how to refer. We will put in place a Memorandum of Understanding (MOU) signed by all key partners to ensure there is shared commitment and responsibility to the project.

It is important to find the right people and skill set for the Community Referrer roles eg, good relationship forming skills with clinicians, individuals and community groups. The right values for working with people, able to set boundaries and should be inherently social. Having the right people in post will make it easier for both clinicians and individuals to engage with the service.

There are some minor assumptions that are currently being worked through with the steering group. The name of the project, job titles for the staff, terminology between partners eg use of the term patient, client, person etc. It is important to agree shared terminology and language with new partners.

7. PROJECT COSTS

| 4 full time equivalent Community Referrers | | | |
|---|----------------|----------------|-----------------------|
| Item | Year 1 | Year 2 | Total Cost (£) |
| Salary incl. on costs Yr 1 current grade 4 SP 24 Yr2 current grade 4 SP 25 Subject to job profiling and Hay review | 116,308 | 120,136 | 236,444 |
| Travel / expenses incl mobile phones | 4000 | 4000 | 8000 |
| Printing costs –referral cards etc | 1000 | 1000 | 2,000 |
| IT –laptops | 2,000 | 500 | 2,500 |
| Client miscellaneous | 1,500 | 2,000 | 3,500 |
| Training and Development | 2,000 | 2,000 | 4,000 |
| Total | 126,808 | 129,636 | 256,444 |

Funding secured

| Funding source | Yr1 | Yr2 | Total |
|-----------------------------|------------|------------|--------------|
| Chichester District Council | 57,000 | 57,000 | 114,000 |
| South Chichester GPs | 30,000 | 30,000 | 60,000 |
| Rural North Chichester GPs | 13,000 | 13,000 | 26,000 |
| Clarion housing | 10,000 | 10,000 | 20,000 |
| A2 Dominion | 5,000 | 0 | 5000 |
| Midhurst League of Friends | 16,000 | 16,000 | 32,000 |

| | | | |
|---|----------------|----------------|----------------|
| One off contribution from West Sussex County Council Chichester Partnerships and Communities Team | 2000 | 0 | 2,000 |
| Total | 133,000 | 126,000 | 259,000 |

In kind support – via a MOU

| | |
|---|---|
| Chichester District Council | Recruitment and management of staff within the Wellbeing Team. Support from HR and Finance. |
| GP leads via Rural North Chichester and South Chichester Local Community Networks | Office space at surgeries Day to day support from a named person Admin support for recording in patient records Clinical supervision for staff |
| West Sussex County Council Partnerships and Communities Team manager | Support for and access to Voluntary Sector groups |
| West Sussex County Council Public Health research unit | Evaluation criteria and process |
| Coastal West Sussex Clinical Commissioning Group LCN Development Managers | Website, online referral processes, support with evaluation |

7.2. On-going Costs Following Project Completion

The project will be piloted initially for the two year period 2018/19 – 2019/2020. A new countywide Social Prescribing Steering group made up of West Sussex County Council and Coastal West Sussex Clinical Commissioning Group along with a range of partners are looking at a more equitable countywide approach to funding this work in the future. It will also be the responsibility of the project steering group to ensure the work is properly evaluated in order to demonstrate effectiveness. It is anticipated that this work will prove its worth enough to be considered a valuable part of the system for future funding to be identified.

8. OPTIONS SUMMARY

Option 1: CDC hosts the service. Staff are employed by the council and are managed as part of the existing Wellbeing team.

The GPs are supportive of this as the preferred delivery option. The Wellbeing team is well established, has processes in place that a new service can align with. It is known and trusted by GPs as a service they understand that will

support the client / patient and has a history of delivering positive outcomes. The service has an identifiable brand that the social prescribing project can adopt. Currently it is anticipated that the service could be called 'Wellbeing Plus' to illustrate the additional scope of the new project. The Wellbeing Advisors currently work with clients to improve their lifestyles with a view to reducing the likelihood of them developing heart disease, cancer and type 2 Diabetes. The new Community Referrers will be able to cross refer and work with clients but on wider issues therefore providing a well rounded service where clients are supported from one place.

Option 2: The project is hosted by a Voluntary Sector provider

The service could be hosted by one of the Voluntary Sector partners. The concern is that Voluntary Sector partners would require additional funding to resource the capacity required to do this thereby increasing the cost of the project. The in kind support in the form of employment and management costs that the council is able to provide reduces the cost of the project significantly. The resource on the ground would potentially be much less if these were included in the budget.

Furthermore, the existing links with the Wellbeing team are key to the successful delivery of this project. It seems logical to bring the two services together as one.

Option 3: GPs host the service

GPs are unable to be the employing organisations because the group is made up of 4 separate businesses and currently one practice cannot be responsible for staff working in others. The hope is that as LCNs become more established they will become an employing body for these kind of projects so may be an option for the future. GPs are also supportive of the service being closely aligned with the Wellbeing team.

Option 4: Do nothing

This project allows the council to be involved in an exciting new partnership with NHS colleagues at relatively low cost. The service provided can make a real difference to the lives of some of our most vulnerable residents by building on the success of the Wellbeing Service to provide a more rounded approach to the support we can provide. Although initially it may increase demand on services it is an approach that will potentially ease pressure on CDC services in the long term eg housing, revenues and benefits by tackling issues with residents who need a high level of support to access our services before they reach crisis point.

9. PROJECT APPROACH

The preferred model is option 1 where the 4FTE Community Referrers are employed by the council as part of the existing Wellbeing team.

2FTE Community Referrers will be shared across 4 GP practices in the north of the district Midhurst, Petworth and Loxwood. In addition the service will be available at Pulborough surgery as many Chichester residents living close to the Horsham border are registered there. We are working with Horsham

District Council to establish a working relationship and to secure a financial contribution.

In the GP practices to the South of the district 2FTE Community Referrers will be shared across 6 practices. Parklands, Cathedral Medical, Tangmere, Southbourne, Selsey and Wittering. Patients from the other smaller city centre surgeries will also be able to access to service.

The Community Referrers will receive referrals directly from GPs and practice staff for those patients who have frequent appointments with a GP but have little medically wrong with them. GPs have long lists of suitable patients who would benefit from this type of intervention.

The Community Referrer will contact the patient within 2 weeks and arrange to meet with them. The initial conversation will be exploratory to establish the patient's needs and what they potentially want to achieve by engaging with the service. Any immediate onward referrals will be made at this stage. Further appointments will be made to continue working with the patient to ensure they receive as much support as they need. The Community Referrers will also be able to spend time introducing the patients to community groups or classes to help build confidence going forward. .

10. PROJECT PLAN

| Task No. | Task / milestone | Completion Date | Responsible Owner | Dependency |
|----------------|--|-----------------|------------------------|---|
| Stage 1 | | | | |
| | Agree funding with partners | January 2018 | ET with partners | Agreed |
| | Agree service model in the Rural North area | December 2017 | ET with partners | Agreed |
| | Agree service model in South Chichester area | January 2018 | ET with partners | Agreed |
| | Form steering groups for each area | February 2018 | ET with partners | Agreement from partners |
| | Secure approval for hosting arrangements for the service | March 2018 | ET | Cabinet report and PID approval from Members |
| Stage 2 | | | | |
| | Develop agreed outcomes and evaluation processes | January 2018 | ET with steering group | Will be based on experience from other projects, countywide alignment and agreement with partners |
| | Agree and sign a Memorandum of Understanding with key partners | March 2018 | ET with steering group | Agreement from partners |

| | | | | |
|----------------|---|---|------------------------|------------------------------------|
| | Undertake recruitment process | April 2018 when hosting arrangements are agreed | ET | Internal HR processes / timescales |
| | Develop working practices for surgeries | March 2018 GP workshop planned | Partners | Partner timescales and cooperation |
| | Agree timetable for launch | April 2018 | ET with steering group | Staff recruitment timescales |
| Stage 3 | | | | |
| | Staff induction / training | April / May 2018 | ET with partners | Staff recruitment timescales |
| | Deliver briefing sessions to referring practices | April / May 2018 | Partners and new staff | Staff recruitment timescales |
| | Develop relationships with VCS providers and operate a database of services | April / May 2018 | New staff | Staff recruitment timescales |
| Stage 4 | | | | |
| | Launch and begin receiving referrals | June 2018 | New staff | All of the above |
| | Review monthly with steering group | Ongoing | ET and steering group | No dependencies |
| | Report to LCN boards | Quarterly | ET and steering group | Timetables |
| | Report to Overview and Scrutiny Committee | Annually | ET | Timetables |
| | Report to Chichester in Partnership | To be agreed | ET/ Amy Loaring | Partners interest, agenda space |
| | Report to Cabinet | May 2020 | ET | Timetables |

11. PROJECT TEAM

| Partner | Responsibility |
|--|---|
| Elaine Thomas- Wellbeing Manager CDC lead | Securing funding Recruitment of staff Staff line management Project planning and development |
| Amy Loaring – CDC Project and Partnerships Manager | Links with Chichester in Partnership and support to develop Voluntary Sector capacity |
| WSCC Communities Team manager | Securing funding from partners |

| | |
|--|---|
| | Ensuring good relationships are in place with CVS organisations Support to develop Voluntary Sector capacity |
| GP lead for Rural North Chichester Local Community Network (based at Loxwood surgery) | Securing funding Securing office space in surgeries Ensuring all GPs are briefed and are committed to the project Ongoing support for staff |
| GP lead for South Chichester Local Community Network (based at Parklands Surgery) | Securing funding Securing office space in surgeries Ensuring all GPs are briefed and are committed to the project Ongoing support for staff |
| West Sussex Coastal Care (Coastal West Sussex Clinical Commissioning Group) includes leads for Rural North and South Chichester Local Community Networks | Governance / evaluation / referral pathway processes (to be agreed with steering group) Ensuring all social prescribing projects across the area are working to similar outcomes and standards and are therefore comparable. |
| Sussex Community NHS Foundation Trust | Support with training, referral processes and ensuring links with other areas of developing LCN work |

12. COMMUNICATION

Communication regarding the project including budget monitoring will be via the steering group which will meet monthly to begin with. Each funding partner will communicate and report back to their own organisations. CDC will monitor progress via the Overview and Scrutiny process and Chichester in Partnership.

13. RISK LOG

The following risks have been identified together with an assessment of their severity and actions that can be taken to mitigate/reduce the risk. Details of all project risks will be recorded as and when they are identified.

| Risk No | Risk Description | Likelihood | Impact | Planned Actions to Reduce Risk | Responsible Officer |
|---------|--|---|--|---|---------------------|
| | | Unlikely Possible Probable Certain | Minor Significant Serious Major | | |
| 1 | The council having to absorb redundancy costs for staff after the 2 year pilot comes to an | Possible | Serious | Staff will be on fixed term contracts. We will explore the possibility of | Elaine Thomas |

| | | | | | |
|---|---|----------|-------------|---|------------------------|
| | end. | | | employing people on secondment. A MOU will be put in place between key partners to clarify commitment to the project. | |
| 2 | GPs fail to engage and refer patients to the service | Possible | Major | Training and ongoing briefing and communication. GPs will be included in MOU. | Elaine Thomas |
| 3 | The demand for the service exceeds its capacity. | Possible | Minor | Initially we will restrict referring organisations to GPs only. There will be clear referral criteria for referrals. Community Referrers will case manage and sign patients off as soon as possible. | Project steering group |
| 4 | Reduced / lack of capacity within the voluntary sector groups to support additional referrals | Possible | significant | Onward referrals will be monitored closely to ensure gaps are identified at an early stage. We will work with commissioners and grant funders to identify ways to prioritise relevant service areas. | Project steering group |
| 5 | Increased demand on council services eg Housing, Revenues and Benefits, Communities services | Possible | significant | Liaison and briefings with council staff will take place prior to the project launch. Onward referrals to council services will be monitored to ensure they are appropriate. | Elaine Thomas |

Chichester District Council Authority's Monitoring Report 2016-2017



www.chichester.gov.uk

February 2018

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1. Introduction

1.1. The Authority's Monitoring Report (AMR) has been prepared by the Council and provides information and data relating to the performance, implementation and effects of the Local Plan. This AMR covers the period 1 April 2016 to 31 March 2017; however, significant events occurring since 31 March 2017 are also noted.

1.2. The introduction of the Localism Act 2011 and Town and Country Planning (Local Planning) (England) Regulations 2012 removed the requirement for local authorities to send an Annual Monitoring Report to the Secretary of State. However, Section 113 of the Localism Act 2011 retains the overall duty to monitor the implementation of the Local Development Scheme and the extent to which the policies set out in Local Plans are being achieved. Part 8 Section 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012 sets out what should be included within the monitoring report and is set out below.

Purpose of the Report

1.3. In accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 the purpose of this AMR is to report on a range of matters including:

- Progress made against meeting the timetable specified in the Local Development Scheme (including reasons for any delay and the date of any adopted or approved documents);
- Details of any neighbourhood development order or neighbourhood development plan within the Plan area;
- Details on all Community Infrastructure Levy receipts or expenditure;
- Actions taken to meet the statutory Duty to Cooperate;
- The annual number of net additional dwellings and net affordable units delivered each year in the plan period;
- Any up to date information the local planning authority has collected for monitoring purposes.

1.4. The requirements set out in the Regulations are addressed in this AMR. The AMR has been divided into the following topic areas:

- **Local Plan Progress:** This section monitors the progress of the Council in meeting the timetable set out in the Local Development Scheme.
- **Neighbourhood Planning:** The section summarises the progress being made by the Parish Councils to produce their Neighbourhood Development Plans.

- **Community Infrastructure Contributions:** This section monitors the number of CIL receipts and Section 106 financial contributions collected by the Authority, and the amount of expenditure on infrastructure.
- **Duty to Cooperate:** This section explains the work undertaken by the Council and the surrounding authorities to address the strategic planning issues relevant to the area.
- **Policy Indicators:** This section assesses the performance of indicators identified in the monitoring framework of the Local Plan.

Policy Monitoring

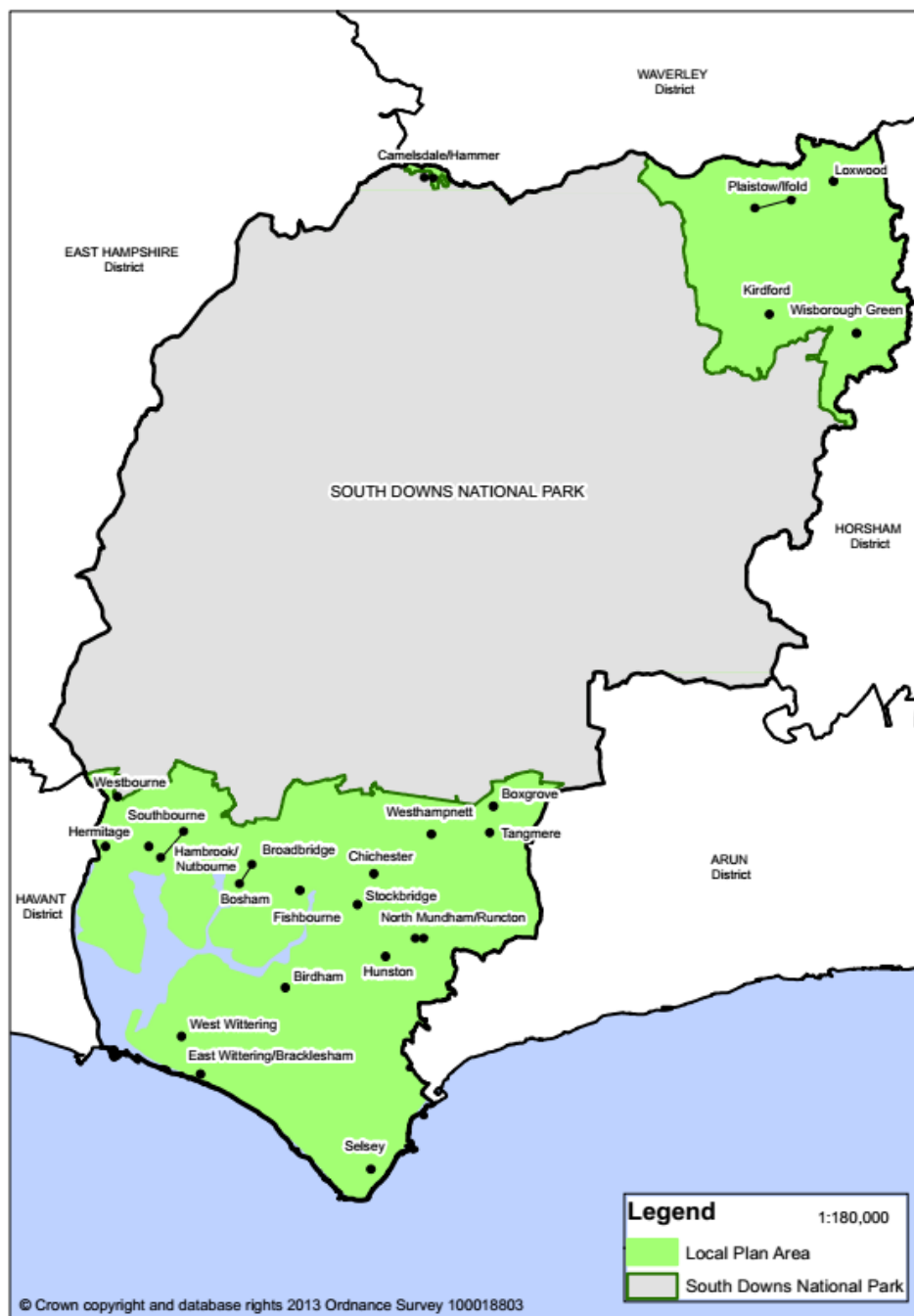
- 1.5. On 1 April 2011, the South Downs National Park Authority (SDNPA) became the local planning authority for the South Downs National Park (SDNP) area, which covers a large area in the north of Chichester District. This AMR covers the Chichester Local Plan area only and does not cover the part of the District covered by the National Park. Map 1 shows the sub-division of the District between the Chichester Local Plan area and the SDNP.
- 1.6. In order to monitor policy indicators, this report uses the monitoring framework of the Chichester Local Plan: Key Policies 2014-2029 (Chichester Local Plan)
- 1.7. For three policy indicators in the environment section (EN1 and EN6) of the AMR, the data presented relates to the whole of Chichester District (including the SDNP) rather than the Chichester Local Plan area. In addition one of the indicators in the environment section (EN3) covers a section of the Solent shoreline and includes data from one site (Warblington) located outside of the district due to set survey routes.

2. Context and Headline Issues

Context for Local Plan area

2.1. The Local Plan covers Chichester District excluding the area within the SNDP. The South Downs National Park Authority is the Local Planning Authority for the SDNP area.

Map 1: Chichester District – showing the extent of the Chichester Local Plan area and South Downs National Park



Headline Issues for Local Plan area

Transport and Access

- 2.2. In February 2017 the Secretary of State for Transport announced the cancellation of the Road Investment Strategy 1 (RIS1) scheme for improvements to the A27 Chichester Bypass. This was due to a lack of local agreement on any of the options on which Highways England carried out public consultation. Since then West Sussex County Council has established a community based working group (Build a better A27) with the intention of building consensus on a locally acceptable scheme. In the absence of a RIS1 or other government funded scheme Highways England will need to consider the appropriate time to implement the scheme of improvements that was agreed to mitigate the impact of the development proposed in the Local Plan.
- 2.3. It is intended that developer funding towards transport and access improvements will be secured through a combination of planning obligations and Community Infrastructure Levy (CIL). The Council will use planning obligations linked to planning permissions to fund the identified mitigation scheme to the A27 junctions (see below) and to secure other specific works and improvements needed to mitigate the direct impact of proposed developments (this may include improvements to road junctions, provision of traffic signals, traffic calming, walking and cycling measures, public transport enhancements, etc). These development specific transport works will normally be provided during delivery of the relevant development scheme.

Waste Water

- 2.4. A number of Wastewater Treatment Works (WwTW) in the District are limited by capacity and environmental factors. This is a particular issue in the south of the District where development pressures are greatest. The Council is continuing to work as part of the Chichester Water Quality Group (alongside the Environment Agency, Southern Water, Natural England, WSCC and Chichester Harbour Conservancy) on the issues relating to WwTW.
- 2.5. The Apuldram WwTW, which serves Chichester city and the surrounding area, discharges to the head of Chichester Harbour, an area which is internationally designated for wildlife. Sewage is treated to a high standard and there are strict limits on the discharge consent to protect sensitive and important estuary environments and to comply with legal obligations under the Habitats Regulations. With current and proposed consent limits set at Best Available Technology to meet European standards, growth at Apuldram WwTW is restricted to the current available headroom.

- 2.6. The Council adopted the Surface Water and Foul Drainage Supplementary Planning Document (SPD) in September 2016. This SPD provides additional guidance on water management and infrastructure requirements to support planning applications and development proposals. It provides practical advice for applicants and will assist coordination between regulatory authorities and enable the timely delivery of any necessary water-related infrastructure.

- 2.7. The expansion of the Tangmere WwTW to provide additional wastewater capacity to help accommodate the additional housing identified in the Chichester Local Plan is expected to be operational by Southern Water by March 2018.

3. Planning Context

National Planning Policy Framework

- 3.1. The National Planning Policy Framework (NPPF) was published in March 2012 and sets out consolidated national planning policy that must be considered when planning for new development. In 2014, the Government published Planning Practice Guidance (PPG) to support the NPPF.
- 3.2. The NPPF and other national planning guidance can be found on the Communities and Local Government website under [Planning Practice Guidance](#).
- 3.3. The Local Plan and other development plan documents must be consistent with the principles and policies set out in the NPPF.

Chichester in Partnership Community Strategy

- 3.4. The Sustainable Community Strategy, 'Chichester District: A Very Special Place', which informed the preparation of the Chichester Local Plan, was replaced in July 2016 by the 'Chichester in Partnership Community Strategy'. The Strategy sets out the vision and priorities of the partnership to plan for the future of the District from 2016-2021. Its priorities are to improve outcomes for:
 - The Economy;
 - Health and Wellbeing;
 - Housing and Neighbourhoods;
 - Environment; and
 - Transport and Access.
- 3.5. The Strategy will inform the preparation of the Chichester Local Plan Review, which provides one of the primary means of delivering the spatial elements of the Community Strategy.

Strategic Planning in Coastal West Sussex and Greater Brighton

- 3.6. The Council is a member of the Strategic Planning Board (SPB) for the Coastal West Sussex and Greater Brighton area. The SPB comprises lead councillors from the district councils of Adur, Arun, Chichester, Mid Sussex, Horsham, Lewes and Worthing together with Brighton & Hove City Council, West Sussex County Council and the South Downs National Park Authority.

3.7. The Board is an advisory body with the following remit:

- To identify and manage spatial planning issues that impact on more than one local planning area across the Coastal West Sussex and Greater Brighton area; and
- To support better integration and alignment of strategic spatial and investment priorities in the Coastal West Sussex and Greater Brighton area.

3.8. The Board has signed a Memorandum of Understanding and agreed Terms of Reference which has established a framework for co-operation.

3.9. In October 2013, the SPB agreed the Coastal West Sussex and Greater Brighton Local Strategic Statement (LSS) which was prepared by the SPB member planning authorities as a non-statutory strategic planning document to provide the context for delivering sustainable growth over the period 2013-2031. The LSS focuses on strategic issues that are shared across the Coastal West Sussex and Greater Brighton area or that will impact on the long term sustainability of the area, providing an overlay for local plans and the business priorities of key stakeholders. It is the main vehicle for taking forward the SPB's work on behalf of the local planning authorities. A refresh of the strategy (LSS2) was agreed by the member planning authorities in 2016.

3.10. The SPB has now agreed that the member authorities should jointly prepare an updated strategic plan (LSS3) which will provide a high level strategy to address the area's unmet development needs over the period from 2030 to 2050. As a first stage of this work, in Autumn 2016 the SPB commissioned GL Hearn to undertake a study to review the boundaries of the Strategic Market Housing Areas (SHMAs) and Functional Economic Market Areas (FEMAs) operating within and across the SPB area to provide a better understanding of the functional geography of the SPB area and to enable a clearer definition of the boundaries of the area to be covered by LSS3. The authorities are now starting to work towards preparing a joint evidence base and intend to appoint a Strategic Planning Advisor to develop and lead the work programme for preparing LSS3.

4. Local Plan Progress

- 4.1. This section provides a summary of work undertaken in the Chichester Local Plan area towards preparation of development plans and other related planning policy documents.
- 4.2. The Council is the local planning authority for Chichester District outside the South Downs National Park (referred to as the Chichester Local Plan area) following its creation on 1 April 2011. The South Downs National Park Authority is preparing its own separate local plan which will cover the parts of the District within the National Park boundary.

Local Development Scheme

- 4.3. The Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) requires local planning authorities to prepare, maintain and publish a Local Development Scheme (LDS). The LDS identifies which Local Development Documents are to be prepared for the Chichester Local Plan area within a rolling three year time frame, including setting out the key production and public consultation stages.
- 4.4. The LDS relevant to the monitoring period was published in May 2016 and set out the Council's intended timetable for the planning policy documents associated with the Chichester Local Plan area over the period to 2019. This version has now been replaced with the most recent LDS dated June 2017, and includes the timetable for the Chichester Local Plan Review, which can be viewed on the Council's website at [Timetable - Local Development Scheme: Chichester District Council](#). However, for the purposes of this AMR the progress of planning policy documents will be assessed in line with the LDS published in May 2016. Details and timetables for the documents included in the LDS May 2016 are presented below. The key milestones highlighted in bold show the stages to be undertaken during the monitoring period (1 April 2016 to 31 March 2017). Significant milestones occurring since 31 March 2017 are also noted.

Development Plan Documents

Chichester Local Plan Review

Table 1: Local Plan Review timetable in the LDS May 2016

| Key Milestone | Date in LDS | Date Achieved |
|--|---------------------|------------------|
| Approval of consultation on strategy options | January 2017 | June 2017 |

| | | |
|---|------------------------------|-------------------------|
| Consultation on strategy options | February – March 2017 | June-August 2017 |
| Approval of Preferred Approach DPD for consultation | July 2017 | No |
| Consultation on Preferred Approach (Reg 18) | September – October 2017 | No |
| Approval of Statutory Public Consultation DPD for consultation (Pre submission) | January 2018 | No |
| Statutory Public Consultation document (Reg 19) (Pre submission) | January – March 2018 | No |
| Submission to Secretary of State | May 2018 | |
| Examination Hearing | October 2018 | |
| Adoption | July 2019 | |

- 4.5. In May 2015 the Inspector's Report was published and found the Chichester Local Plan: Key Policies 2014-2029 (Chichester Local Plan) 'sound' subject to a number of modifications. These included a Council commitment to undertake an early review of the Chichester Local Plan to aim to ensure that objectively assessed housing needs for the Plan area are met in full. The Chichester Local Plan Review will enable full and detailed consideration of this issue in light of proposed Government funding for upgrading of the A27.
- 4.6. Subsequently the Chichester Local Plan was formally adopted by the Council on 14 July 2015 and now forms part of the statutory development plan for Chichester District outside the SDNP. It provides the broad strategy and planning policy framework to manage development, protect the environment, deliver infrastructure and promote sustainable communities.
- 4.7. The Council has started work on a new Local Plan Review. The first stage of consultation (Issues and Options) took place between 22 June and 3 August 2017 seeking comments and information that would help to develop a draft strategy and policies to be included. At this stage the Council has not formed views on which sites and locations should be allocated for new development or how existing policies should be updated. The consultation responses received will contribute to the work in preparing the Local Plan Review and will help inform what further evidence may be necessary.

Site Allocation Development Plan Document

4.8. The Site Allocation Development Plan Document (DPD) identifies non-strategic sites for housing, employment and other development requirements in conformity with the Chichester Local Plan. It covers those parts of the Plan area where local communities have not chosen to identify sites through neighbourhood plans over the lifetime of the Chichester Local Plan.

Table 2: Site Allocation DPD timetable in the LDS May 2016

| Key Milestone | Date in LDS | Date Achieved |
|---|--------------------------------|----------------------|
| Approval of Preferred Approach DPD for consultation | December 2015 | Yes |
| Consultation on Preferred Approach (Reg 18) | January - February 2016 | Yes |
| Approval of Further Consultation Site Allocation DPD for consultation | July 2016 | Yes |
| Further consultation Site Allocation DPD consultation | July – September 2016 | Yes |
| Approval of Statutory Public Consultation DPD for consultation (Pre-Submission) | November 2016 | Yes |
| Statutory Public Consultation document (Reg 19) (Pre-Submission) | December – January 2017 | Yes |
| Submission to Secretary of State | March 2017 | Yes |
| Examination Hearing | July 2017 | No |
| Adoption | December 2017 | No |

4.9. The Site Allocation DPD met its milestones during the monitoring period. The Site Allocation DPD was submitted to the Secretary of State in March 2017. As part of the submission a number of major and minor modifications to the Site Allocation DPD were included for the Inspector to consider. The Site Allocation DPD and the modifications were to be considered at the Examination Hearing that was expected to take place in July 2017. However, due to the availability of the Inspector and staff resources, the Examination Hearing was undertaken in September 2017.

4.10. Following the Examination Hearing and the receipt of the Inspector’s report, the Council is required to consult on any proposed modifications that the Inspector considers necessary to ensure that the Site Allocation DPD is sound prior to adoption. The Site Allocation DPD further proposed main and minor modifications were approved

for public consultation by Council in January 2018. The Consultation will take place between 1 February and 16 March 2018.

Supplementary Planning Documents

Surface Water and Foul Drainage Supplementary Planning Document

- 4.11. The Surface Water and Drainage SPD provides supplementary guidance to enable the proper management of water resources and ensure that the increased demand resulting from development proposed in the Chichester Local Plan can be delivered sustainably and in a timely manner.

Table 3: Surface Water and Drainage SPD timetable in the LDS May 2016

| Key Milestone | Date | Date Achieved |
|-----------------------------------|---------------------------|---------------|
| Approval of SPD for consultation | March 2016 | Yes |
| Consultation on SPD (Reg 12) | March - April 2016 | Yes |
| Approval of document for adoption | September 2016 | Yes |
| Adoption | September 2016 | Yes |

- 4.12. The Surface Water and Drainage SPD met its milestones during the monitoring period. The Council adopted the document on the 20th December 2016.

Joint Chichester Harbour AONB Supplementary Planning Document

- 4.13. The Joint Chichester Harbour AONB SPD is produced in conjunction with the Chichester Harbour Conservancy and Havant Borough Council. All the authorities have an interest in planning within the Chichester Harbour Area of Outstanding Natural Beauty (AONB). The SPD provides further detail as to how policies in the local plans will be applied and expands on the aims of the Chichester Harbour AONB Management Plan 2014-2019.

Table 4: Joint Chichester Harbour AONB SPD timetable in the LDS May 2016

| Key Milestone | Date | Date Achieved |
|-----------------------------------|-------------------------------------|--------------------------------------|
| Approval of SPD for consultation | November 2016 | Yes |
| Consultation on SPD (Reg 12) | December 2016 - January 2017 | November 2016 – December 2016 |
| Approval of document for adoption | May 2017 | Yes |
| Adoption | May 2017 | Yes |

4.14. The Joint Chichester Harbour AONB SPD met its milestones during the monitoring period. The Council adopted the document on the 16th May 2017.

Other Documents

Community Infrastructure Levy

4.15. The CIL Charging Schedule sets out standard charge(s) that the Council will levy on specified types of development to contribute towards required infrastructure. It was prepared concurrently with the Chichester Local Plan and is supported by the Infrastructure Development Plan.

Policies Map

4.16. The Policies Map forms part of the adopted Chichester Local Plan. It identifies policy designations, proposals and sites allocated for particular land uses. The Policies Map will be updated when the following documents are adopted or made:

- Site Allocation DPD;
- West Sussex Minerals DPD;
- West Sussex Waste DPD; and
- Neighbourhood Development Plans.

Sustainability Appraisal incorporating Strategic Environmental Assessment

4.17. A Sustainability Appraisal (incorporating Strategic Environmental Assessment) will be undertaken for all DPDs, and where required for SPDs. This will ensure that the social, economic and environmental effects of policies are understood and fully taken into consideration. This is particularly important in the appraisal of reasonable options. A Sustainability Appraisal report will accompany each published stage of a DPD, including the final Submission version.

Appropriate Assessment

4.18. A Habitats Regulations Assessment (HRA) is undertaken in the production of a development plan document. The HRA is updated at each stage subject to any fundamental changes or amendments to the development plan document. A HRA will accompany each published stage of a DPD, including the final Submission version.

5. Neighbourhood Planning

- 5.1. The Localism Act 2011 introduced Neighbourhood Planning as a new way for communities to decide the future of their areas. It gave powers to local communities and parish and town councils to produce neighbourhood plans. The Neighbourhood Planning (General) Regulations 2012 set out the stages of producing a neighbourhood plan.
- 5.2. Neighbourhood plans can be produced by town or parish councils in consultation with their communities, but must conform to the NPPF and strategic policies of the Local Plan. Neighbourhood plans can include planning policies and allocations of land for different uses.
- 5.3. Preparation of a neighbourhood plan initially requires designation of a neighbourhood plan area, followed by stages of evidence gathering and local community consultation. The draft neighbourhood plan is then submitted to the Council for formal consultation and then submitted for independent examination. If the independent examiner recommends the Plan should proceed to referendum, the community will then vote in a referendum on the neighbourhood plan. If the referendum indicates a majority of community support (more than 50% of the turnout), the neighbourhood plan is 'made' following agreement by the Council. Decisions on future planning applications must then be in accordance with the neighbourhood plan unless material considerations indicate otherwise.
- 5.4. Further information on neighbourhood planning in the Chichester Local Plan area, and for each parish with a designated neighbourhood area, is provided on the Council's website at the following link: <http://www.chichester.gov.uk/neighbourhoodplan>.

Neighbourhood Plan Area Designation

- 5.5. The first stage in the neighbourhood planning process requires a town or parish council to submit to the local planning authority an application for the designation of the area to be covered by the neighbourhood plan. At 1 April 2016, a total of 21 parishes within, or partly within, the Chichester Local Plan area were subject to Neighbourhood Plan Area designations. No further areas were designated during the period April 2016 to March 2017.

Neighbourhood Plans Progress

- 5.6. Table 5 shows the progress of neighbourhood plans by parish. The key milestones highlighted in bold show the stages that have been undertaken during the monitoring

period (1 April 2016 to 31 March 2017). Significant milestones occurring since 31 March 2017 are also noted. More detailed information of individual neighbourhood plans can be found on the Council's website at the following link: <http://www.chichester.gov.uk/neighbourhoodplan>.

Table 5: Neighbourhood plans progress

| Parish | Key milestones | Date achieved |
|--------------------|---|--|
| Birdham | Pre-submission Consultation Submission Consultation Examiner's report published Referendum Made | June - July 2014 December 2014 - February 2015 November 2015 May 2016 July 2016 |
| Bosham | Pre-submission Consultation Submission Consultation Examiner's report published Referendum Made | November - December 2014 August 2015 – October 2015 January 2016 November 2016 November 2016 |
| Chidham & Hambrook | Pre-submission Consultation Submission Consultation Examiner's report published Referendum Made | July - September 2014 August – October 2015 December 2015 September 2016 September 2016 |
| Fishbourne | Pre-submission Consultation Submission Consultation Examiner's report published Referendum Made | December 2013 - January 2014 May - July 2014 October 2015 February 2016 March 2016 |
| Kirdford | Pre-submission Consultation Submission Consultation Examiner's report published Referendum Made | December 2012-February 2013 June 2013 – September 2013 January 2014 May 2014 July 2014 |
| Loxwood | Pre-submission Consultation Submission Consultation Examiner's report published Referendum Made | November - December 2013 Jan - Feb 2014; Oct - Dec 2014 February 2015 June 2015 July 2015 |
| Selsey | Pre-submission Consultation Submission Consultation | October - December 2014 April - June 2015 |

| Parish | Key milestones | Date achieved |
|--|---|--|
| | Examiner's report published Withdrawn | February 2016 February 2016 |
| Southbourne | Pre-submission Consultation Submission Consultation Examiner's report published | April – June 2014 September - October 2014 May and August 2015 |
| | Referendum Made | November 2015 December 2015 |
| Tangmere | Pre-submission Consultation Submission Consultation Examiner's report published Referendum Made | October - November 2014 April - June 2015 October 2015 May 2016 July 2016 |
| Westbourne | Pre-submission Consultation Submission Consultation Examiner's report published Referendum Made | February - April 2016 June – July 2017 |
| Wisborough Green | Pre-submission Consultation Submission Consultation Examiner's report published Referendum Made | January - February 2015 April - June 2015 November 2015 May 2016 July 2016 |
| Other parishes with a Neighbourhood Plan Area designation | | |
| Boxgrove, East Wittering and Bracklesham, Hunston, Lynchmere, Plaistow and Ifold, West Itchenor, West Wittering and Westhampnett | | |

Neighbourhood Plans Made

5.7. Following a successful referendum a Neighbourhood Development Plan (NDP) is brought into legal force ('made'), and will form part of the statutory development plan for the Chichester Local Plan area.

Monitoring of Made Neighbourhood Development Plans

5.8. The following made neighbourhood development plans have now undertaken a period of monitoring up to 31 March 2017. Each parish listed below has provided information and/or a commentary and these are included at Appendix 1.

- Birdham Neighbourhood Development Plan

- Bosham Neighbourhood Development Plan
- Chidham and Hambrook Neighbourhood Development Plan
- Fishbourne Neighbourhood Development Plan
- Kirdford Neighbourhood Development Plan
- Loxwood Neighbourhood Development Plan
- Southbourne Neighbourhood Development Plan
- Tangmere Neighbourhood Plan – PC made no comment; CDC undertaking work to implement policies
- Wisborough Green Neighbourhood Development Plan

Neighbourhood Development Orders

- 5.9. Neighbourhood development orders allow the community to grant planning permission for development that complies with the order. This removes the need for a planning application to be submitted to the local authority.
- 5.10. No neighbourhood development orders have been made during the monitoring period, or up to the date of publication of this AMR.

6. Community Infrastructure Contributions

Community Infrastructure Levy

6.1. The Council adopted a Community Infrastructure Levy (CIL) Charging Schedule on 26 January 2016, which took effect from 1 February 2016. The money generated through the levy will contribute to the funding of infrastructure to support growth within the Local Plan area. (The South Downs National Park Authority will be implementing its own CIL for that part of the district within the SDNP). It is applied as a charge per square metre as set out in table 6.

Table 6: CIL charging schedule

| Use of Development | Levy (£per square metre) |
|--|--------------------------|
| *Residential - South of the National Park | £120 |
| *Residential - North of the National Park | £200 |
| Retail (wholly or mainly convenience) | £125 |
| Retail (wholly of mainly comparison) | £20 |
| Purpose Built Student Housing | £30 |
| Standard Charge (applies to all development not separately defined) | £0 |
| <p>* This charge applies to the creation of one or more dwellings, and residential extensions or annexes which are 100 square metres or more gross internal area which are not for the benefit of the owner/occupier. This charge does not apply to residential institutions (C2).</p> <p>Note: The CIL rates will be index linked from the base year to the date when permission is granted using the 'All-in Tender Price Index' published by the Building Cost Information Service of the Royal Institute of Chartered Surveyors.</p> | |

6.1. The CIL is to be used to help provide infrastructure to support the development of an area rather than making an individual planning application acceptable in planning terms (which is the purpose of section 106 Agreements). CIL does not fully replace Section 106 Agreements.

6.2. The infrastructure projects that the CIL will be used to fund are identified in the CIL spending plan which can be found within the Infrastructure Business Plan (IBP) published on the council's website:
<http://www.chichester.gov.uk/article/27165/Infrastructure-Business-Plan-including-CIL-Spending-Plan>

6.3. The CIL Regulations require a proportion of CIL receipts to be handed to the local town or parish council for the area where the development takes place. The CIL share to be

handed to the parish council is set at 15% of the relevant CIL receipts with a cap of £100 per existing council tax dwelling each year. Where a NDP has been 'made' the share of CIL share will be 25% (uncapped).

6.4. CIL collecting authorities are required to publish a short report on the levy on their website by 31 December each year, for the previous financial year. This report covers the period from 1 April 2016 to 31 March 2017.

6.5. Section 4 of Regulation 62 of the Community Infrastructure Levy Regulations 2010 (as amended) outlines the information that should be included in the report. Table 7 below provides the information required by the regulation for the 2016/17 financial year and in the left hand column reference is made to the CIL Regulations 62 (3) and (4).

Table 7: CIL receipts for the financial year 2016-2017

| Regulation 62 Reference | Description | Amount Collected/ Project Title |
|--------------------------------|--|---|
| (3) | Land payments made in respect of CIL charged by the District Council, and CIL collected by way of a land payment which has not been spent if at the end of the reported year- (a) Development (within the meaning of the TCPA 1990) consistent with a relevant purpose has not commenced on the acquired land; or (b) The acquired land (in whole or in part has been used or disposed of for a purpose other than a relevant purpose; and the amount deemed to be CIL by virtue of Regulations 73(9) has not been spent | £0 £0 |
| 4(a) | Total CIL receipts for the reported year | £775,847.85 |
| 4(b) | Total CIL expenditure for the reported year | £18,368.90 |
| 4(c)(i) | Summary details of CIL expenditure (other than in relation to CIL to which regulation 59E or 59F applied) including: The items of infrastructure to which CIL (including land payments) has been applied | Health: Ambulance response post, Chichester south (IBP project 533) Delivered October 2016 |
| 4(c)(ii) | Amount of CIL expenditure on each item | £18,368.90 |

| Regulation 62 Reference | Description | Amount Collected/ Project Title |
|--------------------------------|---|--|
| 4(c)(iii) | Amount of CIL applied to repay money borrowed, including any interest, with details of the infrastructure items which that money was used to provide (wholly or in part) | £0.00 |
| 4(c)(iv) | Amount of CIL applied to administrative expenses pursuant to Regulation 61, and that amount expressed as a percentage of CIL collected in that year in accordance with that regulation. | £38,792.39 (5%) |
| 4(ca)(i) | Amount of CIL passed to any local council under Regulation 59A or 59B | £22,066.50 |
| 4(ca)(ii) | Amount of CIL passed to any person under Regulation 59(4) | £0.00 |
| 4(cb)(i) | Summary details of the receipt and expenditure of CIL to which regulation 59E and 59F applied including: The total receipts that regulation 59E and 59F applied to | n/a |
| 4(cb)(ii) | The items to which the CIL receipts that regulations 59E and 59F applied have been applied | n/a |
| 4(cb)(iii) | The amount of expenditure on each item | n/a |
| 4(cc)(i) | Summary details of any notices served in accordance with regulation 59E, including: Total value of CIL receipts requested from each local council | £0.00 |
| 4(cc)(ii) | Any funds not yet recovered from each local council at the end of the reported year | n/a |
| 4(d)(i) | Total amount of CIL receipts for the reported year retained at the end of the reported year other than those to which regulation 59E or 59F applied | £696,620.06 Amount left after deductions have been made for CIL project expenditure, CIL admin, and amounts handed to local councils. |
| 4(d)(ii) | CIL receipts from previous years retained at the end of the reported year other than those to which regulation 59E or 59F applied | n/a |

| Regulation 62 Reference | Description | Amount Collected/ Project Title |
|--------------------------------|---|--|
| 4(d)(iii) | CIL receipts for the reported year to which regulation 59E or 59F applied retained at the end of the reported year | £0.00 |
| 4(d)(iv) | CIL receipts from previous years to which regulation 59E or 59F applied retained at the end of the reported year | £0.00 |
| 4(e) | In relation to any infrastructure payments accepted by the District Council as charging authority) <ul style="list-style-type: none"> i) The items of infrastructure to which the infrastructure payments relate ii) The amount of CIL to which each item of infrastructure relates | £0.00 £0.00 |

Section 106 financial contributions

- 6.6 New development often creates a need for additional infrastructure or improved community services and facilities, without which there could be a detrimental effect on local amenity and the quality of the environment. In February 2016 the CIL Charging Schedule came into effect and now funds much of the infrastructure previously secured via Section 106 (S106) agreements. Planning obligations are still used by the Council to obtain financial contributions to provide for any necessary infrastructure needed to support the development outside of that funded by CIL (which may also include provision for affordable housing).
- 6.7 Between 1 April 2016 and 31 March 2017 a total of 79 separate S106 agreements and unilateral undertakings were signed related to planning permissions granted in the Chichester Local Plan area. These provided for contributions to the District Council totalling £1,803,124. Further contributions were also obtained towards West Sussex County Council services and Highways England.
- 6.8 Table 8 provides a breakdown of the financial contributions secured through S106 agreements including unilateral undertakings. The table includes agreed developer contributions towards District Council and County Council and Highways England infrastructure. In financial terms, the largest contributions are to provide for Affordable Housing and future improvements to the A27. Such contributions are generally only sought from larger developments. However, the greatest numbers of signed S106 agreements are for small developments providing contributions to

offset recreational disturbance impacts on the Chichester Harbour and Pagham Harbour Special Protection Areas (SPA).

Table 8: Financial contributions by infrastructure category secured via S106 agreements including unilateral undertakings 2016-2017

| To Chichester District Council | Number of planning permissions contributing | Payments Due |
|---------------------------------------|--|---------------------|
| Community facilities | 1 | £536,100 |
| Affordable housing | 6 | £972,652 |
| Recreation Disturbance | 59 | £169,123 |
| Pagham Harbour | 13 | £125,249 |
| CDC Total | 79 | £1,803,124 |
| To West Sussex County Council | Number of planning permissions contributing | Payments Due |
| TRO | 3 | £20,000 |
| Bus Stop | 2 | £40,000 |
| WSCC Total | 5 | £60,000 |
| To Highways England | | |
| A27 | 3 | £1,562,716 |

- 6.9 Table 9 shows the detailed breakdown of S106 financial contributions agreed for developments, including payment towards the Solent Recreation Mitigation Partnership and Pagham Harbour. An affordable housing requirement is the most common form of non-financial contribution. The table excludes sites where a unilateral agreement was signed only for payments towards mitigation of recreational disturbance and/or Pagham Harbour.

Table 9: S106 agreements signed with financial contributions and non-financial contributions secured 2016-2017

| Application number | Site | Development | Financial contribution to CDC | Financial contribution to WSCC | Non - financial contribution |
|--------------------|---|---|-------------------------------|--------------------------------|------------------------------|
| 15/01444/FUL | Garage compound S E Of 21-25 Flatt Rd, Nutbourne | 3 dwellings | £522 | £0 | Yes |
| 15/01583/OUT | St Wilfrids Hospital, Grosvenor Rd, Donnington | 21 dwellings | £36,354 | £0 | Yes |
| 15/02012/OUT | Loxwood Nurseries, Guildford Rd, Loxwood | 43 dwellings | £0 | £0 | Yes |
| 15/02343/FUL | Land to South of A259 Bognor Rd, Oving | Crop research, technology and multiplication centre | £0 | £20,000 | Yes |
| 15/02344/FUL | Bartholomews (phase2), Bognor Rd, Chichester | 57 dwellings | £10,032 | £7,000 | Yes |
| 15/02436/FUL | Wakeford's Field, Broad Rd, Hambrook | 30 dwellings | £5,220 | £0 | Yes |
| 15/02505/OUT | Land North of Alfrey Close, west of Garsons Rd, Southbourne | 125 dwellings | £21,750 | £0 | Yes |
| 15/03366/OUT | Land east of Winterfold, Durbans Rd, Wisborough Green | 22 dwellings | £72,765 | £0 | Yes |
| 15/03524/OUTEIA | Land North of Stane Street, Madgwick Lane, Westhampnett | 300 dwellings | £588,300 | £26,000 | Yes |
| 15/03720/OUT | Land North Side of Shopwyke Rd, Shopwyke | 85 dwellings | £14,960 | £0 | Yes |
| 15/04160/FUL | Land South of Stoney Lodge, | 25 dwellings | £28,275 | £0 | Yes |

| | | | | | |
|--------------|--|-------------------|----------|--------|-----|
| | School Lane, North Mundham | | | | |
| 15/04163/FUL | Land adj to Tesco Petrol Filling Station, Fishbourne Rd East, Chichester | 134 student units | £5,896 | £7,000 | Yes |
| 16/00145/FUL | 2-24 Woodfield Park Rd, Southbourne | 17 dwellings | £880 | £0 | Yes |
| 16/00929/FUL | Land east of 1 Kiln Drive (Lion Park) Hambrook | 16 dwellings | £50,561 | £0 | Yes |
| 16/01020/FUL | 148 Stocks Lane, East Wittering | 26 dwellings | £348,538 | £0 | No |
| 16/01468/FUL | Windmill Bungalow, Queens Av, Donnington | 16 dwellings | £252,816 | £0 | Yes |
| 16/02038/FUL | 117 The Hornet, Chichester | 35 dwellings | £231,640 | £0 | Yes |

7. Duty to Cooperate

- 7.1. The Localism Act sets out a 'Duty to Co-operate', which applies to all Local Planning Authorities, County Councils, National Park Authorities and a number of public bodies including the Environment Agency and Highways England.
- 7.2. The Duty to Co-operate requires councils and public bodies to "engage constructively, actively and on an ongoing basis" to develop strategic policies. It relates to sustainable development or use of land that would have a significant impact on at least two local planning areas or on a planning matter that falls within the remit of a county council.
- 7.3. The NPPF at paragraph 156 provides details regarding the expectations of LPA's to co-operate on strategic issues and highlights those policies that should be considered as strategic priorities. Paragraphs 178-181 go on to list evidence that will be required to prove that a Submission plan has been subject to effective co-operation.
- 7.4. The Town and Country Planning (Local Planning) (England) Regulations 2012 require that the local planning authority's monitoring report must give details of what action has been taken during the monitoring period to satisfy the Duty to Co-operate.
- 7.5. The Council has engaged actively with neighbouring local authorities, both individually and as part of planning groups and forums on a sub-regional basis. Statutory bodies, public and private bodies and the local residential and business communities have also been engaged and consulted throughout the plan-making process. In particular during the preparation of the Chichester Local Plan, which was adopted in July 2015, the Council engaged extensively with West Sussex County Council, SDNP Authority, neighbouring local authorities, statutory bodies including Environment Agency, Natural England and Highways England, and key infrastructure providers.
- 7.6. A considerable proportion of Duty to Cooperate activity has involved collaborative working on strategic issues with other West Sussex authorities (and wider authorities) and statutory bodies. Further details are set out below.

Coastal West Sussex and Greater Brighton Strategic Planning Board

- 7.7. Refer to Section 4.

Solent Recreation Mitigation Partnership

- 7.8. The Solent is internationally important for its wildlife interest and there are various protective designations including three Special Protection Areas (SPAs); two of which

are located within the Plan area. A substantial amount of house building is planned around the Solent and this could have potential impacts on the SPAs. One of which is increased recreational activity at the coast resulting from population increases associated with the new homes. Such disturbance reduces the birds' opportunities to feed, potentially resulting in a reduction in the bird population. In order to comply with the Habitat Regulations and ensure that potential harm to the integrity of the protected habitats is mitigated, the Council has entered in to a partnership with the other local planning authorities around the Solent to deliver a strategic mitigation package.

7.9. The Solent Recreation Mitigation Strategy was published for consultation in July 2017 with changes incorporated as a result;

- A team of 5-7 coastal rangers to advise people on how to avoid bird disturbance, liaise with landowners, host school visits, etc;
- Communications, marketing and education initiatives and an offer to implement them;
- Preparation of codes of conduct for a variety of coastal activities;
- Site specific projects to better manage visitors and provide secure habitats for the birds;
- Provide new /enhanced greenspaces as an alternative to visiting the coast;
- A partnership manager to coordinate and manage all the above.

7.10. Implementation of these measures and monitoring of their effectiveness will be funded by 'developer contributions'. The strategy seeks to provide mitigation for the duration of the impact in line with the Habitat Regulations. Throughout this period, regular strategic reviews will take place every 5 years or more frequently if changes in the legislation or evidence necessitate.

7.11. Coastal West Sussex is a public/private sector partnership that have joined together to champion the sustainable development of the coastal communities. In particular it is a key partner in designing and contributing to our Local Enterprise Partnership's Strategic Economic Plan, managing the Coastal West Sussex and Greater Brighton Strategic Planning Board and for initiating and assisting the delivery of collaborative projects in the Coastal West Sussex.

7.12. As part of the Chichester Local Plan Review the Council is currently initiating joint working with neighbouring authorities on matters such as housing and Gypsy and traveller needs.

8. Policy Indicators

8.1. The following section provides commentary on the indicators identified in the monitoring framework set out in Appendix G, Table 2 of the Chichester Local Plan. The indicators are assessed against the targets and triggers outlined in the monitoring framework.

8.2. In line with the monitoring framework this section is divided into four parts; economy, housing and neighbourhoods, environment and strategic infrastructure.

Economy

Key Indicator: E1

Amount of additional employment land (B uses) developed by type

8.3. As shown in Table 10, the additional employment floorspace (B1-B8 uses) completed in 2016-17 totalled 9,610 sq.m (gross) or 9,462 sq.m (net). The majority of the new floorspace was provided at Glenmore Business Park, Portfield where Phase 1 of the development was completed totalling 7,469 sq.m mixed use floorspace (B1c/B2/B8 uses). The annual completions figure was slightly lower than the 2015-2016 figure. Overall a total of 41,788 sq.m gross (33,803 sq.m net) has been completed in the Local Plan area over the period 2012-2017.

Table 10: Employment floorspace developed by type 2012-2017 (Source: WSCC)

Gross floorspace completions (sq.m)

| | B1a: Offices | B1b: Research & Develop ment | B1c: Light Industry | B1: Mixed Uses | B2: General Industry | B8: Storage & Distribu tion | Total |
|--------------------|-----------------|--|---------------------------|----------------------|----------------------------|---|--------|
| 2012-13 | 231 | 150 | 0 | 67 | 3,866 | 1,160 | 5,474 |
| 2013-14 | 656 | 0 | 843 | 4,660 | 371 | 1,880 | 8,410 |
| 2014-15 | 70 | 0 | 1,296 | 0 | 182 | 4,333 | 5,881 |
| 2015-16 | 615 | 0 | 3,799 | 1,206 | 515 | 6,278 | 12,413 |
| 2016-17 | 52 | 0 | 285 | 7,469 | 120 | 1,684 | 9,610 |
| Total 2012-2017 | 1,624 | 150 | 6,223 | 13,402 | 5,054 | 15,335 | 41,788 |

Net floorspace completions (sq.m)

| | B1a: Offices | B1b: Research & Develop ment | B1c: Light Industry | B1: Mixed Uses | B2: General Industry | B8: Storage & Distribu tion | Total |
|--------------------|-----------------|--|---------------------------|----------------------|----------------------------|---|--------|
| 2012-13 | 231 | 0 | 0 | 67 | 2,183 | 750 | 3,231 |
| 2013-14 | 274 | 0 | 763 | 4,660 | 90 | 1,880 | 7,667 |
| 2014-15 | 70 | 0 | 762 | 0 | 182 | 4,333 | 5,347 |
| 2015-16 | 363 | 0 | 249 | 1,206 | 0 | 6,278 | 8,096 |
| 2016-17 | 52 | 0 | 247 | 7,469 | 120 | 1,574 | 9,462 |
| Total 2012-2017 | 990 | 0 | 2,021 | 13,402 | 2,575 | 14,815 | 33,803 |

Delivery of new employment land and floorspace

8.4. Policy 3 of the Chichester Local Plan makes provision to bring forward around 25 hectares of new employment land suitable for Business Use Classes (B1-B8) uses, to comprise around 5 hectares office space and around 20 hectares of industrial/warehousing space. Table 11 shows the current progress towards achieving this target. As shown in the table, the employment land requirement is being met from three sources - existing undeveloped employment allocations carried forward from the previous Local Plan 1999; strategic employment land allocated in the Chichester Local Plan; and further employment sites proposed for allocation in the Site Allocation DPD. In combination these sites provide over 20 hectares of employment land. It is expected that the remaining requirement will be met through additional unallocated employment floorspace coming forward during the Plan period, although the employment land supply will continue to be monitored.

8.5. During the past year there has been progress on several of the allocated sites. As noted above, Phase 1 of development at Glenmore Business Park is now complete and occupied, and construction has now started on Phase 2. Construction is also now nearing completion at Plot 12, Terminus Road where the Chichester Enterprise Centre is expected to open for business in early 2018.

Table 11: Employment land availability - progress against Local Plan target (Source: CDC)

| Location | Comments | Site area (hectares) | Development progress | Remaining area not yet developed (hectares) |
|--|---|----------------------|---|---|
| Employment allocations carried forward from Chichester District Local Plan 1999 | | | | |
| Portfield Quarry (Glenmore Business Park) ¹ | Land included in Local Plan Policy 16 - Shopwhyke Strategic Development Location. At start of Local Plan period, site already had outline planning permission for 17,468sq.m floorspace for B8 distribution uses. | (4.2) | Hybrid application (13/02190/FUL) granted Jan 2014 comprising full planning permission totalling 7,469 sq.m floorspace for B1c/B2/B8 uses & outline permission for up to 10,107 sq.m additional floorspace for B1c/B2/ B8. First phase of 7,469 sq.m now complete & occupied. Reserved matters (16/02315/REM) approved Oct 2016 for remaining development comprising 9,324 sq.m and construction is now underway. | (2.1) |
| Ellis Square, Selsey | Remaining undeveloped area. Site has outline planning permission (00/00837/OUT) part implemented for B1 mixed uses. | 2.2 | No further development completed during year. Planning application (17/03005/FUL) submitted Oct 2017 on part of allocated site (0.58 ha) for secure parking compound, temporary storage building, and new vehicular access from Ellis Square. | 2.2 |
| Land at Tangmere Business Park | Remaining undeveloped area. Part of site subject to previous planning permission now expired. | 1.7 | No recent planning applications. | 1.7 |
| Donnington Park, Birdham Road, Stockbridge | Remaining undeveloped area without planning permission. | 0.23 | Planning permission (16/00622/FUL) granted in Aug 2016 for 5 two-storey business units totalling 1,055 sq.m floorspace for Use classes B1, B8 (with | 0.23 |

¹ Treated as an extant planning permission, so not counted towards the Local Plan requirement for 25 hectares additional employment land.

| Location | Comments | Site area (hectares) | Development progress | Remaining area not yet developed (hectares) |
|---|--|----------------------|--|---|
| | | | ancillary trade counter use). Development not yet started. | |
| Total | | 4.13 | | 4.13 |
| New employment land allocated in Chichester Local Plan: Key Policies 2014-2029 | | | | |
| West of Chichester SDL (Policy 15) | Suitable for B1 (specific mix of B1 office/light industry floorspace to be determined at masterplanning /detailed planning stage) | 6.0 | Planning application (14/04301/OUT) for first phase of development proposes 2,513 sq.m B1a office floorspace (0.82 ha) within planned local centre. Remaining employment to be provided in second phase (limited to B1c light industrial use to avoid unacceptable traffic impacts). | 6.0 |
| Tangmere Strategic Employment Land (part) (Policy 19) | New land allocated in addition to 1.7 hectares carried forward from Chichester District Local Plan 1999. Suitable for B1-B8 uses. | 2.8 | Plot 7 (0.8 ha) now developed as Make Ready Centre for South East Coast Ambulance Service (14/01413/FUL). Plot 10 (1.0 ha) granted planning permission September 2016 for 4,013sq.m flexible B1(c) and/or B8 uses with ancillary office space (16/02035/FUL). | 2.0 |
| Total | | 8.8 | | 8.0 |
| Employment allocations proposed in Site Allocation DPD | | | | |
| High School, Kingsham Road, Chichester (Policy CC6) | Proposed for B1 employment uses subject to confirmation that the land is surplus to requirements for education purposes. (Proposed | 1.07 | Site currently vacant, but no planning applications yet submitted. | 1.07 |

| Location | Comments | Site area (hectares) | Development progress | Remaining area not yet developed (hectares) |
|---|---|----------------------|---|---|
| | allocation forms part of site identified in Southern Gateway Masterplan as suitable for up to 7,200 sq.m B1 office space). | | | |
| Plot 12 Terminus Road (Chichester Enterprise Zone) (Policy CC7) | Proposed for B1, B2 and B8 employment uses. Total site area is 2.4 ha (net increase excluding existing developed area is 0.42 ha). | 0.42 (net increase) | Planning permission (15/03419/REG3) granted Feb 2016 for redevelopment of 0.71 ha plot for 3,288 sq.m (2,469 sq.m net) of managed business space. Development is nearly complete and expected to open for business in early 2018. | 0.42 |
| Fuel Depot Site, Bognor Road, Chichester (Policy CC8) | Proposed for B1, B2 and B8 employment uses on 3.8 ha within overall site area of 4.8 ha (allowing remaining 1 ha to be developed for waste uses as identified in West Sussex Waste Local Plan 2014. | 3.8 | Hybrid permission (14/04284/OUT) granted July 2016 for allocated site (3.8 ha) including outline permission for B2/B8/ Trade uses (7,830sq.m) and 2 ancillary roadside catering units (420sq.m), and detailed permission for a discount food retail unit (2,431sq.m). | 3.8 |
| Springfield Park (adjacent to Fuel Depot) (Policy CC9) | Proposed for B1, B2 and B8 employment uses. | 2.2 | Outline planning application (17/00640/OUT) for redevelopment of site for 9,240 sq.m B1/B2/B8 uses was refused June 2017 due to insufficient supporting information being submitted on several matters, including transport evidence. | 2.2 |
| Total | | 7.49 | | 7.49 |
| Grand Total | | 20.42 | | 19.62 |

Key Indicator: E2

Amount of large scale glasshouse developments permitted

8.6. In the monitoring year the Council permitted one planning application in relation to major development for glasshouses. As such 100% of applications relating to large scale glasshouse development were permitted in accordance with Policy 32.

Table 12: Planning applications for large scale glasshouse development

| Application Number and Location | Description | In accordance with Policy 32 | Council Decision |
|--|------------------------|-------------------------------------|-------------------------|
| 16/03013/FUL Tangmere Airfield Nurseries, The Old Airfield, Tangmere Road , Tangmere | Replacement glasshouse | Yes | Application permitted. |

Key Indicator: E3

Percentage Chichester city primary and secondary frontages in non-retail uses

8.7. Key indicator E3 seeks to ensure that no more than 25% and 75% of the primary and secondary shopping frontages in Chichester shopping centre are in non-shopping uses (A1), respectively.

8.8. The primary and secondary shopping frontages in Chichester shopping centre were surveyed during the monitoring period in July 2016. This survey found that 24.42% of the primary shopping frontages and 52.92% of the secondary shopping frontages were in non-shopping uses.

8.9. Whilst outside the current monitoring period, the survey was also undertaken in July 2017. This survey found that 24.58% of the primary shopping frontages and 53.92% of the secondary shopping frontages were in non-shopping uses. Therefore between July 2016 and July 2017 the percentage of primary and secondary shopping frontages in non-shopping uses increased by 0.16% and 1%, respectively.

8.10. In July 2016 the percentage of primary shopping frontages in non-shopping uses is close to exceeding the target of 25%. Nonetheless, the percentage of primary and secondary shopping frontages in Chichester shopping centre that are in non-shopping uses is currently in accordance with Policy 27 of the Chichester Local Plan.

Housing and Neighbourhoods

| |
|---------------------------------|
| Key Indicator: H1 |
| New homes built each year (net) |

8.11. The Chichester Local Plan makes provision to deliver a total of 7,388 net additional homes over the period 2012-2029, equivalent to an average of 435 homes per year.

8.12. Housing completions in the Chichester Local Plan area over the year to 31 March 2017 totalled 439 net dwellings as shown in Table 13. This figure is slightly above the Local Plan requirement and is the second successive year that housing completions have exceeded the Plan housing target. However, the average rate of housing delivery since 1 April 2012 still remains below the Local Plan requirement, giving a cumulative housing delivery shortfall of 369 net dwellings.

Table 13: Net additional dwellings completed 2012-2017 (Source: CDC/WSCC)

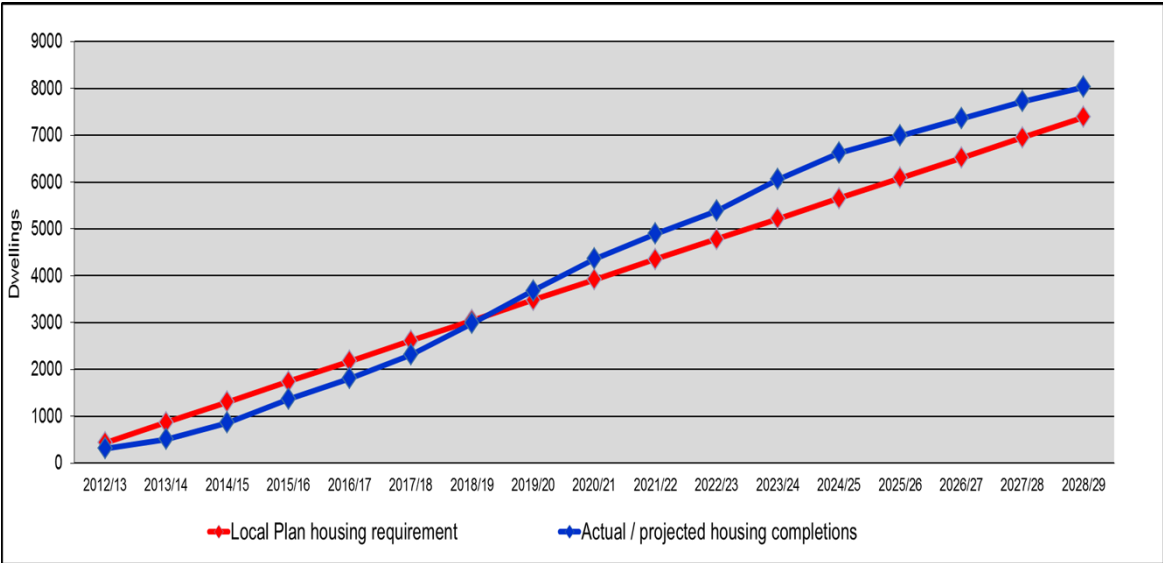
| Monitoring year | Local Plan requirement | Net dwellings completed | Housing surplus/shortfall |
|------------------|------------------------|-------------------------|---------------------------|
| 2012/13 | 435 | 307 | -128 |
| 2013/14 | 435 | 202 | -233 |
| 2014/15 | 435 | 351 | -84 |
| 2015/16 | 435 | 507 | +72 |
| 2016/17 | 435 | 439 | +4 |
| Total 2012-2017 | 2,175 | 1,806 | -369 |
| Average per year | 435 | 361 | |

8.13. Appendix D in the Chichester Local Plan provides a housing trajectory which shows projected housing delivery and phasing over the period to 2029. Appendix 2 of this AMR presents an updated version of the trajectory, taking account of housing completed to 31 March 2017 and planning permissions granted to the end of November 2017.

8.14. The updated trajectory shows that a combination of housing completions since April 2012, identified housing commitments (e.g outstanding planning permissions) and additional housing allocated in the Chichester Local Plan and neighbourhood plans are expected to deliver a total of 8,028 net dwellings over the period to 2029. This comfortably exceeds the Chichester Local Plan requirement of 7,388 dwellings.

8.15. Figure 1 compares actual and projected annual housing completions against the Local Plan housing requirement. As noted above, cumulative housing completions since 1 April 2012 have so far fallen short of meeting the annual Local Plan requirement of 435 dwellings per year. However, as noted above, housing completions over the past two years have exceeded the Local Plan requirement and future completions are expected to continue to increase, allowing the cumulative shortfall to be overcome within the next 3 years.

Figure 1: Actual/projected housing completions against Local Plan housing target 2012-2029



Five year supply of deliverable housing sites

8.16. The NPPF sets a requirement to maintain a five year supply of deliverable housing sites. Table 14 summarises the five year housing land supply for the Chichester Local Plan area for the period 2018-2023, based on the annualised Local Plan housing target of 435 homes per year. The information on housing supply is taken from West Sussex County Council development monitoring data for 1 April 2017, updated to include further changes to the housing supply in the period to the end of November 2017.

8.17. The table shows a requirement to deliver a total of 2,964 net dwellings over the period 2018-2023. The requirement has been adjusted to take account of the housing delivery shortfall from previous years and includes a 20% buffer as required in the NPPF. Set against this, there is a current supply of 3,139 net dwellings comprising sites with outstanding planning permission and other sites expected to come forward during the 5-year period, including sites allocated in the Local Plan and neighbourhood plans. There is also an allowance for small windfall sites. When compared to the five year housing requirement, this gives a surplus of 175 net dwellings, equivalent to 5.3 years of housing supply.

Table 14: Five year housing land supply 2018-2023 (Source: CDC/WSCC)

| <i>Housing requirement 2018 – 2023</i> | <i>Net dwellings</i> |
|---|-----------------------------|
| Chichester Local Plan housing requirement | 2,175 |
| Shortfall against Local Plan housing requirement 2012-2017 | 369 |
| Projected shortfall against Local Plan requirement 2017/18 | -74 |
| <i>Adjusted housing requirement 2018-2023</i> | <i>2,470</i> |
| Additional 20% buffer | 494 |
| <i>Adjusted housing requirement (inc buffer) 2018-2023</i> | <i>2,964</i> |
| <i>Adjusted housing requirement per year 2018-2023</i> | <i>593</i> |

| <i>Projected housing supply 2018 - 2023</i> | <i>Net dwellings</i> |
|---|-----------------------------|
| Sites of 6+ dwellings with planning permission, resolution to permit or prior approval | 2,689 |
| Sites allocated in Local Plan 2014-2029 and neighbourhood plans | 189 |
| Other identified deliverable sites within defined settlement areas with potential for 6 or more dwellings | 0 |
| Projected housing from permissions on small sites (< 6 homes) | 124 |
| <i>Total identified housing supply</i> | <i>3,002</i> |
| Windfall allowance on sites of under 6 dwellings | 137 |
| <i>Total projected housing supply</i> | <i>3,139</i> |

| <i>Housing supply surplus / deficit</i> | <i>Net dwellings</i> |
|---|-----------------------------|
| <i>Projected housing surplus/shortfall 2018-2023</i> | <i>175</i> |
| <i>Projected years housing supply</i> | <i>5.3</i> |

Key Indicator: H2

New homes built each year (net) by strategic sites and Settlement Hubs

- 8.18. The Chichester Local Plan allocates land to deliver a total of 3,250 homes at Strategic Development Locations (SDLs) at West of Chichester, Shopwyke, Westhampnett/ North East Chichester and Tangmere (Policies 15-18), and provides for a further 630 homes on strategic sites to be identified at the settlement hubs of East Wittering/ Bracklesham, Selsey and Southbourne (Policies 20, 23 and 24). Table 15 shows housing completions on strategic sites to date against the indicative phasing show in Table 7.2 in the Local Plan. During the year to 31 March 2017, a total of 53 dwellings were completed on sites at 181 Main Road, Southbourne (Sussex Grange) and Drift Road, Selsey (East Beach Walk). In total since 1 April 2012, a total of 122 dwellings have been completed on strategic sites. This relatively small total to date is a reflection of the longer planning lead times needed to bring forward larger housing developments.
- 8.19. However, as shown in Table 16, considerable progress is being made towards future housing delivery on the majority of the strategic sites. Of the SDLs, development of 398 dwellings has now commenced at Shopwyke Lakes, with the remainder of the total of 585 dwellings having outline permission or a resolution to grant outline permission subject to a S106 agreement. Outline permission has also been granted for up to 300 dwellings on land between Stane Street and Madgwick Lane, Westhampnett comprising the first phase of development at Westhampnett/North East Chichester. At West of Chichester, there is an outstanding Council resolution to grant outline planning permission for the first phase of development (750 dwellings) subject to a S106 agreement which is expected to be completed very shortly. The Council is working with the landowners and developers to facilitate the Tangmere SDL in accordance with Local Plan and neighbourhood plan policies. As part of this the Council is considering making a Compulsory Purchase Order (CPO) to ensure delivery.
- 8.20. At the Settlement Hubs, all of the remaining strategic housing requirement now has planning permission, with the majority of developments now underway or expected to commence shortly.

Table 15: Net housing completions on strategic sites to 31 March 2017

| Location | Local Plan policy | Local Plan phasing | No. of homes planned to 2029 | Net housing completions 2016/17 | Total net completions since 1 April 2012 | Remaining housing yet to be delivered |
|--|-------------------|--------------------|------------------------------|---------------------------------|--|---------------------------------------|
| SDLs | | | | | | |
| West of Chichester | Policy 15 | Post-2019 | 1,250 | 0 | 0 | 1,250 |
| Shopwhyke | Policy 16 | From 2015 | 500 | 0 | 0 | 500 |
| Westhampnett/ North East Chichester | Policy 17 | Post-2019 | 500 | 0 | 0 | 500 |
| Tangmere | Policy 18 | Post-2019 | 1,000 | 0 | 0 | 1,000 |
| SDL total | | | 3,250 | 0 | 0 | 3,250 |
| Settlement Hubs | | | | | | |
| Southbourne (village) | Policy 20 | Pre-2019 | 300 | 20 | 20 | 280 |
| Selsey | Policy 23 | Pre-2019 | 150 | 33 | 52 | 98 |
| East Wittering/ Bracklesham | Policy 24 | Pre-2019 | 180 | 0 | 50 | 130 |
| Settlement Hubs total | | | 630 | 53 | 122 | 508 |
| Total | | | 3,880 | 53 | 122 | 3,758 |

Table 16: Progress towards future housing delivery

| Location | Planning permission under construction | Detailed planning permission not yet started | Outline planning permission granted or agreed subject to S106 | Outstanding housing requirement not yet permitted |
|--|--|--|---|---|
| SDLs | | | | |
| West of Chichester | 0 | 0 | 750 | 500 |
| Shopwhyke | 398 | 0 | 187 ¹ | 0 |
| Westhampnett/ North East Chichester | 0 | 0 | 300 | 200 |
| Tangmere | 0 | 0 | 0 | 1,000 |

| Location | Planning permission under construction | Detailed planning permission not yet started | Outline planning permission granted or agreed subject to S106 | Outstanding housing requirement not yet permitted |
|---|---|---|--|--|
| SDL total | 398 | 0 | 1,237 | 1,700 |
| Settlement Hubs | | | | |
| Southbourne (village) | 157 | 125 | 0 | 0 |
| Selsey | 58 | 0 | 139 | 0 |
| East Wittering/ Bracklesham | 26 | 110 | 0 | 0 |
| Settlement Hubs total | 241 | 235 | 139 | 0 |
| Total | 639 | 235 | 1,376 | 1,700 |
| ¹ Includes outline planning permission for 85 additional dwellings bringing the total planning housing at Shopwhyke SDL to 585 dwellings. The additional 85 dwellings are also counted towards the parish requirement for Chichester under Indicator H3. | | | | |

Key Indicator: H3

New homes built each year (net) by Parish

8.21. Table 17 shows housing completions counting towards the indicative parish housing numbers set out in Policy 5 of the Chichester Local Plan. During the year to 31 March 2017, a total of 81 net dwellings were completed on parish housing sites. This brings the total completions on parish sites since the start of the Local Plan period to 348 net dwellings, with a total of 630 dwellings remaining to be delivered².

8.22. As shown in Table 18, a further 335 dwellings are currently under construction on parish housing sites. The majority of the remaining parish requirement now has planning permission, with further sites allocated in neighbourhood plans. The Council's Site Allocation DPD (currently subject to examination) identifies sites to meet the outstanding requirement in Bosham, Hunston and Plaistow & Ifold parishes. However, no suitable site has been identified to meet the Local Plan requirement for 10 dwellings in Lynchmere parish.

² It should be noted that housing completions in Donnington and Chidham & Hambrook have already considerably exceeded the identified Local Plan figure and completions.

Table 17: Parish net housing completions to 31 March 2017

| Parish | Number of homes planned to 2029 | Net housing completions 2016/17 | Total net completions since 1 April 2012 | Remaining parish housing yet to be delivered |
|---|--|--|---|---|
| <i>East-West Corridor</i> | | | | |
| Bosham | 50 | 0 | 0 | 50 |
| Boxgrove | 25 | 0 | 0 | 25 |
| Chichester city | 235 | 0 | 17 | 218 |
| Chidham & Hambrook | 25 | 53 | 77 | 0 |
| Fishbourne | 50 | 11 | 36 | 14 |
| Southbourne (excl village) | 50 | 0 | 0 | 50 |
| Westbourne | 25 | 1 | 1 | 24 |
| E-W Corridor total | 460 | 65 | 131 | 381 |
| <i>Manhood Peninsula</i> | | | | |
| Birdham | 50 | 16 | 16 | 34 |
| Donnington | 50 | 0 | 116 | 0 |
| Hunston | 25 | 0 | 18 | 7 |
| North Mundham | 25 | 0 | 15 | 10 |
| West Wittering | 50 | 0 | 50 | 0 |
| Manhood Peninsula total | 200 | 16 | 215 | 51 |
| <i>Plan Area (North)</i> | | | | |
| Kirdford | 60 | 0 | 0 | 60 |
| Loxwood | 60 | 0 | 0 | 60 |
| Lynchmere | 10 | 0 | 0 | 10 |
| Plaistow & Ifold | 10 | 0 | 0 | 10 |
| Wisborough Green | 60 | 0 | 2 | 58 |
| Plan Area (North) total | 200 | 0 | 2 | 198 |
| Parish housing total | 860 | 81 | 348 | 630 |
| ¹ Parish target allows for the inclusion of suitable sites adjoining the Chichester city Settlement Boundary in neighbouring parishes (including sites separated from the Settlement Boundary by the A27). | | | | |

Table 18: Parish progress towards future housing delivery

| Parish | Planning permission under construction | Detailed planning permission not yet started | Outline planning permission granted or agreed subject to S106 | Allocated in neighbour hood plans or Site Allocation DPD | Total sites identified |
|----------------------------------|---|---|--|---|-------------------------------|
| <i>East-West Corridor</i> | | | | | |
| Bosham | 0 | 0 | 0 | 50 | 50 |
| Boxgrove | 0 | 0 | 22 | 0 | 22 |
| Chichester city | 86 | 57 | 85 | 0 | 228 |
| Chidham & Hambrook | 17 | 20 | 0 | 0 | 37 |
| Fishbourne | 13 | 0 | 0 | 15 | 28 |
| Southbourne (excl village) | 66 | 0 | 0 | 0 | 66 |
| Westbourne | 15 | 0 | 0 | 12 | 27 |
| E-W Corridor total | 197 | 77 | 107 | 77 | 458 |
| <i>Manhood Peninsula</i> | | | | | |
| Birdham | 54 | 0 | 0 | 0 | 54 |
| Donnington | 0 | 0 | 21 | 0 | 21 |
| Hunston | 0 | 0 | 0 | 7 | 7 |
| North Mundham | 33 | 0 | 0 | 0 | 33 |
| West Wittering | 0 | 0 | 0 | 0 | 0 |
| Manhood Peninsula total | 87 | 0 | 21 | 7 | 115 |
| <i>Plan Area (North)</i> | | | | | |
| Kirdford | 0 | 0 | 0 | 60 | 60 |
| Loxwood | 43 | 0 | 0 | 17 | 60 |
| Lynchmere | 0 | 0 | 0 | 0 | 0 |
| Plaistow & Ifold | 0 | 0 | 0 | 10 | 10 |
| Wisborough Green | 8 | 25 | 22 | 11 | 66 |
| Plan Area (North) total | 51 | 25 | 22 | 98 | 196 |
| Parish housing total | 335 | 102 | 150 | 182 | 769 |

¹ Additional 85 dwellings granted outline planning permission at Shopwhyke SDL (within Oving parish) in addition to the 500 dwellings already allocated under Policy 16 in Local Plan Key Policies 2014-2029.

Key Indicator: H4

Windfall housing developed: New homes built each year (net)

8.23. The Chichester Local Plan housing provision figure includes an allowance for 'windfall' housing expected to come forward in small developments of less than 6 dwellings (arising mainly through change of use, conversions, and small infill sites). Taking account of small sites that already had planning permission at the time of Plan adoption, the windfall allowance equated to 48 net dwellings per year across the Plan area. Table 19 shows that actual recorded net completions on sites of less than 6 dwellings since 1 April 2012 have averaged 57 dwellings per year, which is now well in excess of the Plan target. The breakdown by sub-area shows that small site completions are meeting the Plan figures in the East-West Corridor and Manhood Peninsula areas, but are slightly below the projected level in the North of the Plan area.

Table 19: Net dwellings completed on sites of less than 6 dwellings 2012-2017 (Source: CDC/WSCC)

| | East-West Corridor | Manhood Peninsula | North of Plan Area | Plan Area total |
|---|--------------------|-------------------|--------------------|-----------------|
| Small sites windfall allowance | 326 | 171 | 87 | 584 |
| Small sites windfall allowance per year | 27 | 14 | 7 | 48 |
| Net dwellings completed on sites of less than 6 dwellings | | | | |
| 2012/13 | 46 | 22 | 0 | 68 |
| 2013/14 | 31 | 16 | 8 | 55 |
| 2014/15 | 29 | 16 | 4 | 49 |
| 2015/16 | 31 | 10 | 8 | 49 |
| 2016/17 | 48 | 10 | 7 | 65 |
| Total 2012-2017 | 185 | 74 | 27 | 286 |
| Average per year | 37 | 15 | 5 | 57 |

Key Indicator: H5

Affordable homes built each by type and as a percentage of all homes built

8.24. Tables 20 and 21 show gross and net affordable housing completions in the Local Plan area as reported by West Sussex County Council (WSSC). During 2016-2017, affordable housing completions totalled 157 net dwellings. Policy 34 of the Chichester Local Plan sets a requirement for 30% affordable housing to be provided as part of residential development schemes above specified size thresholds (11 dwellings in larger settlements and 6 dwellings in rural parishes). The Plan also sets an overall target that 30% of total completions to 2029 should comprise affordable housing (excluding rural exception sites).

8.25. With no completions on rural exception sites during the year, the net total of 157 affordable dwellings delivered in 2016/17 represents around 36% of total net completions, which exceeds the Local Plan target. In the Local Plan period to date since 1 April 2012, a net total of 518 affordable dwellings have been built representing around 29% of all net dwellings completed.

Table 20: Gross affordable housing completions as a percentage of total housing completions 2012-2017 (Source: WSSC)

| Monitoring year | Total completions (gross) | Affordable housing completions (gross) | Affordable housing completions excluding rural exception sites (gross) | Percentage (%) |
|-----------------|---------------------------|--|--|----------------|
| 2012/13 | 327 | 66 | 51 | 15.6% |
| 2013/14 | 286 | 86 | 81 | 28.3% |
| 2014/15 | 418 | 187 | 159 | 38.0% |
| 2015/16 | 541 | 171 | 156 | 28.8% |
| 2016/17 | 484 | 157 | 157 | 32.4% |
| Total 2012-2017 | 2,056 | 667 | 604 | 29.4% |

Table 21: Net affordable housing completions as a percentage of total housing completions 2012-2017 (Source: WSSC)

| Monitoring year | Total completions (net) | Affordable housing completions (net) | Affordable housing completions excluding rural exception sites (net) | Percentage (%) |
|-----------------|-------------------------|--------------------------------------|--|----------------|
| 2012/13 | 307 | 66 | 51 | 16.6% |
| 2013/14 | 202 | 27 | 23 | 11.4% |
| 2014/15 | 351 | 159 | 131 | 37.3% |
| 2015/16 | 507 | 171 | 156 | 30.8% |

| | | | | |
|-----------------|-------|-----|-----|-------|
| 2016/17 | 439 | 157 | 157 | 35.8% |
| Total 2012-2017 | 1,806 | 580 | 518 | 28.7% |

8.26. The Council's Housing Strategy 2013-2018 sets an objective to maximise the supply of local homes to meet the needs of local people. This includes maximising delivery of affordable housing on market sites and boosting affordable housing delivery through the use of Council and partner assets. The Council has set a new minimum target of 550 affordable homes to be delivered on market sites through the Local Plan over the 5 year Housing Strategy period, with an additional 150 affordable homes to be delivered through its housing delivery partnership. These targets have been incorporated into the Corporate Plan which sets targets to deliver 110 affordable homes each year on market sites, with an additional 30 affordable homes to be enabled by the Council each year. It should be noted that these targets apply to the whole of Chichester District, including the area within the SDNP.

8.27. Table 22 shows affordable housing completions within the Local Plan area (excluding completions in the National Park area), as recorded by the Council's Housing Delivery team. The figures show affordable housing units at the date on which they become available for occupation. It should be noted that these figures differ from the completions figures recorded by WSCC. This is mainly due to the date at which the housing has been recorded as completed.

Table 22: Affordable housing completions 2012-2017 (Source: CDC Housing Delivery Team)

| Gross affordable housing completions | Delivered on market sites (Section 106 agreements) | Rural exception sites | Additional affordable housing | Total affordable housing (gross) |
|--------------------------------------|--|-----------------------|-------------------------------|----------------------------------|
| 2012-13 | 43 | 15 | 31 | 89 |
| 2013-14 | 91 | 0 | 0 | 91 |
| 2014-15 | 139 | 17 | 78 | 234 |
| 2015-16 | 107 | 15 | 62 | 184 |
| 2016-17 | 132 | 11 | 0 | 143 |
| Total 2012-2017 | 512 | 58 | 171 | 741 |

8.28. The majority of affordable housing built was provided in association with market housing developments, where the affordable housing was delivered through a planning obligation (S106 agreement). There is a presumption that no Government grant will be available to assist the delivery of affordable housing on market sites and therefore

delivery of affordable housing is generally now directly dependent on subsidy from private housing developments. During the year, affordable housing was delivered on a range of market housing developments including Roussillon Park, Chichester, the former Tangmere Airfield Hangar site (Bader Heights), Maudlin Nursery, Westhampnett (Roman Walk), and Tawny Nursery, Birdham (Tawny Drive). All 20 units of a S106 site at Salthill Road, Fishbourne were delivered by the registered provider as affordable rent.

Tenure mix of affordable housing

8.29. In planning for new affordable housing, the Council’s Housing Delivery team aims to achieve an overall tenure split of 70% affordable/social rented housing and 30% intermediate forms of tenure (i.e shared ownership or shared equity). These percentages are based on the assessment of the net need for different types of affordable homes for Chichester District (including the National Park area) identified in the Coastal West Sussex Strategic Housing Market Assessment 2012.

8.30. Table 23 shows that in the monitoring year to 31 March 2017, 65% of affordable housing completions were affordable/ social rented with 35% intermediate housing (mostly shared ownership). This tenure split reflects the Council’s target quite closely. Affordable housing needs are currently being reviewed in the Council’s Housing and Economic Development Needs Assessment (HEDNA). In future, the proportion of intermediate housing is likely to increase due to development viability considerations caused by the introduction of the Government’s rent reduction policy and a reduction in the availability of affordable housing grant.

Table 23: Tenure mix of affordable housing completions 2016-2017 (Source: CDC Housing Delivery Team)

| | Affordable / social rented | Intermediate housing | Total |
|--|-----------------------------------|-----------------------------|--------------|
| Affordable housing mix - SHMA policy target | 70% | 30% | 100% |
| Affordable housing completions 2016/17 (gross) | 93 | 50 | 143 |
| % of total affordable housing completed | 65% | 35% | 100% |

Key Indicator: H6
 Net additional Gypsy, traveller and travelling showpeople pitches and plots granted

| |
|-------------------------------|
| planning permission each year |
|-------------------------------|

- 8.31. Policy 36 in the Chichester Local Plan identifies that 59 pitches for Gypsy and travellers and 18 plots for travelling showpeople are required in the Plan area by 2027. It also specifies that 37 of the 59 pitches and 11 of the 18 plots are required by 2017. Policy 36 was informed by the need identified in the Gypsy, Travellers and Travelling Showpeople Accommodation Assessment (GTAA) 2013, which has a base date of September 2012.
- 8.32. During the monitoring period three sites were granted permanent planning permission for three Gypsy and traveller pitches. A total of 56 Gypsy and traveller pitches have been granted permanent planning permission in the Plan area between September 2012, which is the base date of the GTAA, and 31 March 2017 (end date of this monitoring period). Therefore in accordance with Policy 36 the requirement to provide 37 pitches by 2017 has been achieved. It should be noted that since March 2017 a further 9 pitches have been granted permanent planning permission.

Table 24: Net additional Gypsy and traveller pitches

| | |
|--|----|
| Pitches granted permanent planning permission in monitoring period | 3 |
| Existing pitches lost as a result of development or closure in monitoring period | 0 |
| Net additional pitches in monitoring period | 3 |
| Total number pitches granted permanent planning permission between September 2012 and March 2017 | 56 |

- 8.33. Two sites were granted permanent planning permission for 5 travelling showpeople plots in monitoring period. A total of 17 travelling showpeople plots have therefore been granted permanent planning permission in the Plan area between September 2012, which is the base date of the GTAA, and 31 March 2017 (end date of this monitoring period). In accordance with Policy 36 the requirement to provide 11 travelling showpeople plots by 2017 has been achieved.

Table 25: Net additional travelling showpeople plots

| | |
|--|----|
| Plots granted permanent planning permission in monitoring period | 5 |
| Existing plots lost as a result of development or closure in monitoring period | 0 |
| Net additional plots in monitoring period | 5 |
| Total number plots granted permanent planning permission between September 2012 and March 2015 | 17 |

Environment

8.34. The data for the key indicators EN1 and EN6 covers the whole of Chichester District, including the SDNP. In addition key indicator EN3 covers a section of the Solent shoreline and includes data from one site (Warblington) located outside of the district due to set survey routes.

Key Indicator: EN1

Proportion of SSSIs in favourable or unfavourable recovering condition.

8.35. The Natural Environment and Rural Communities Act 2006 aims to make biodiversity a consideration in policy and decision making processes. This is reinforced in the NPPF, which sets out that the planning system has an environmental role to play that is fundamental to achieving sustainable development.

8.36. The Council's planning policies seek to protect designated sites and habitats from the harmful effects of development and to ensure that development proposals protect, manage and enhance the local network of ecology, biodiversity and geological sites, including designated sites (statutory and non-statutory), priority habitats, wildlife corridors and connections between them.

8.37. The Sussex Biodiversity Record Centre (SNRC) provides information on the condition of Sites of Special Scientific Interest (SSSI) based on condition assessment undertaken by Natural England. Figures 2 and 3 show the condition of SSSI units in Chichester District (including the SDNP) and West Sussex as a whole.

8.38. In Chichester District, 52.1% of SSSI units are considered to be in a favourable condition, which is similar to the overall County figure of 52.0%. Of the SSSI units in the District assessed as being in unfavourable condition, 99 are categorised as recovering against only 4 assessed to be declining, with 1 unit showing no change. These figures (97.7%) meet Natural England's target that 95% of the SSSI area should be in favourable or recovering condition.

Figure 2: Chichester District SSSI Unit Condition (Source: SBRC)

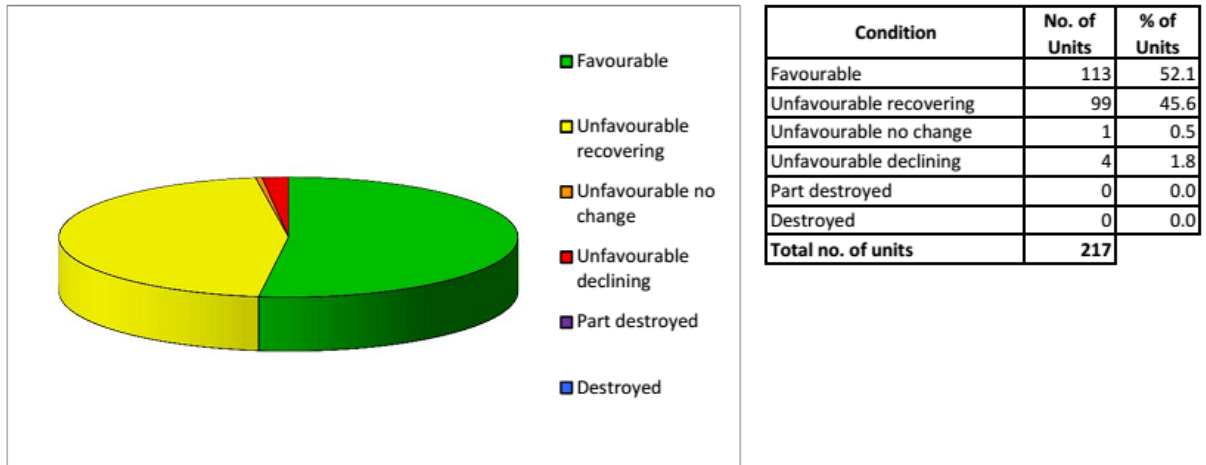
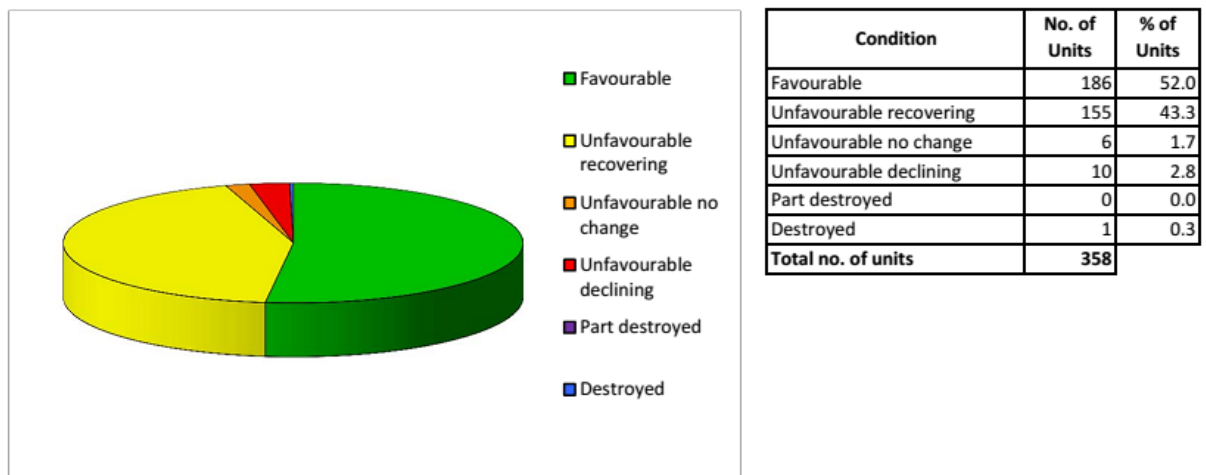


Figure 3: West Sussex SSSI Unit Condition (Source: SBRC)



Key Indicator: EN2

Preparation of Green Infrastructure Strategy by 2014

8.39. The Chichester Local Plan was adopted in July 2015. Policy 52 of the Chichester Local Plan sets out the expectations for new development to contribute to the network of green infrastructure across the Plan area. Paragraph 19.69 of the Chichester Local Plan states “A more detailed Strategy will be produced as a SPD which will identify a range of more specific requirements to improve and maintain links into and between settlements, open spaces, natural assets and the biodiversity networks. The Strategy will also provide guidance on the protection, enhancement and management of the

defined “Green Network”, identify any deficits of green infrastructure in the surrounding area, advise on mitigation and the financial contributions required and will be a tool for Development Management in considering planning applications.”

- 8.40. One of the priorities for the SPD was to identify the potential for creation of new or enhanced green infrastructure (GI) in relation to the strategic sites. However, this aspect has now been covered within the Concept Statements prepared by the Council for the West of Chichester and Westhampnett/North East Chichester Strategic Development Locations, the Tangmere Neighbourhood Plan and subsequent master plans prepared by the developers, for instance Shopwyke and West of Chichester.
- 8.41. The overarching Green Infrastructure Delivery Document is available on the Council’s website (<http://www.chichester.gov.uk/policyguidance#green>) and is guidance rather than formal policy. Therefore the delivery document does not have the same status or weight as an SPD; however, it brings together all the mechanisms and documents which provide guidance for planning applications for the delivery of GI as part of new development in the Local Plan area. The Green Infrastructure Delivery Document will be updated as new information becomes available.

Key Indicator: EN3

Visitor numbers and activities impacting on recreational disturbance within Chichester Harbour SPA, Pagham Harbour SPA and Medmerry compensatory habitat

- 8.42. Chichester and Langstone Harbours and Pagham Harbour are designated as internationally important wildlife sites (Special Protection Areas). The Council has a legal duty to protect designated bird populations and consider whether development may have a ‘likely significant effect’ on the Harbours.
- 8.43. The data for key indicator EN3 covers sections of the Solent Shoreline and includes data from one site (Warblington) located outside of the district due to set survey routes.

Chichester Harbour SPA

- 8.44. As part of the Bird Aware Initiative evidence was collected from a series of transects, undertaken during the Winter 2016/17, counting parked cars and people around the Solent shoreline. The results collected provide baseline data for monitoring visitor numbers around the Solent.
- 8.45. Survey Route 6 (Emsworth-West Wittering) encompasses 18 coastal car parks (one located outside of the District in Warblington). These were surveyed 12 times over the

winter period and included a total of 887 car parking spaces. An average of 139 vehicles was counted per survey event, which equated to 33.4% occupancy or 0.16 vehicles per parking space. The car park surveys also included vantage point surveys which looked at the number of people on the coast at certain points, and what activities they were undertaking. The main activities recorded were walking and dog walking.

8.46. As the data collected marks the baseline year for the survey, no trend can yet be determined. The surveys will be re-run using the same routes in Winter 2018/19 and 2020/21.

Pagham Harbour SPA and Medmerry

8.47. For Pagham Harbour there is limited monitoring data. A Joint Scheme of mitigation, with Arun District Council was agreed by Cabinet in January 2016. Subsequently in May 2017, a revised scheme was agreed following changes to Arun's projected housing numbers within the zone of influence for the harbour. Whilst the strategic mitigation has now been agreed, currently no monitoring for the area has been completed within the monitoring period.

8.48. As the site is an open access site with many entrance points, determining the number of visitors is difficult. One of the means of recording by the RSPB is counting the number of visits made to the visitor centre. In 2015/16, 18,031 visits were made. This is an increase of 19% from 2014/15.

8.49. The Pagham Harbour Visitor Survey report sets out the results of on-site visitor surveys of Pagham Harbour SPA in 2012. It was carried out to establish how the harbour and surrounding area is currently used by visitors for recreation during the winter and summer months. The visitor surveys were conducted in January and February 2012 and were repeated in June and July 2012 at three locations on the western side of the harbour including the Visitor Centre, the Church Norton car park and the foot access point at Greenlease Farm.

8.50. Table 26 provides a summary of statistics from the three survey locations around Pagham Harbour during the winter and summer months. A total of 575 visitors were recorded entering and leaving the survey locations and 273 visitor groups were interviewed (126 in winter and 147 in summer). Overall the busiest location in terms of people entering the site was Church Norton where visitor numbers were 34% higher than at Greenlease Farm. The difference between the numbers of people entering the sites was greatest in the winter with twice as many visitors to Church Norton compared to Greenlease. In addition 73% of the winter interviewees stated they visit the area equally all year compared to 43% in the summer.

Table 26: Summary statistics from the three survey locations around Pagham Harbour

| Survey period | Winter | | | | Summer | | | | Combined results | | | |
|---|----------------|---------------|-----------------|-------|----------------|---------------|-----------------|-------|------------------|---------------|-----------------|-------|
| | Visitor Centre | Church Norton | Greenlease Farm | Total | Visitor Centre | Church Norton | Greenlease Farm | Total | Visitor Centre | Church Norton | Greenlease Farm | Total |
| Number of interviewed groups | 47 | 46 | 33 | 126 | 43 | 56 | 48 | 147 | 90 | 102 | 81 | 273 |
| Number of visitors in interviewed groups | 81 | 94 | 50 | 225 | 98 | 102 | 83 | 283 | 179 | 196 | 133 | 508 |
| Median group size | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 |
| Number of groups with dogs | 17 | 10 | 26 | 53 | 13 | 20 | 19 | 52 | 30 | 30 | 45 | 105 |
| Number of dogs recorded | 22 | 13 | 37 | 72 | 21 | 27 | 34 | 82 | 43 | 40 | 71 | 154 |
| Percentage of groups with dogs | 36 | 22 | 79 | 42 | 30 | 36 | 40 | 35 | 33 | 29 | 56 | 38 |
| Number of people entering the site | 100 | 116 | 56 | 272 | 104 | 111 | 88 | 303 | 204 | 227 | 144 | 575 |
| Number of groups entering the site | 53 | 56 | 37 | 146 | 52 | 51 | 62 | 165 | 105 | 118 | 88 | 311 |
| Percentage of interview refusals from approached visitors | 7.8 | 2.1 | 5.7 | 6 | 15.7 | 12.5 | 14.3 | 14 | 11.8 | 8.1 | 11 | 10.2 |
| Percentage of people interviewed who entered the site | 81 | 81 | 89 | 83 | 94 | 92 | 94 | 93 | 88 | 86 | 92 | 88 |

8.51. Table 27 provides a summary of the information gathered regarding the main activities undertaken at the harbour. The most popular main activity undertaken by interviewed visitors during their visit was dog walking (35% across the two survey periods). The second most popular activity specified by 33% of the visitors was walking. The main activities stated by interviewees at the different three survey locations show that in the winter, the majority of dog walking occurs at the Visitor Centre and Greenlease Farm. The Visitor Centre is the most popular summer location for wildlife watching (23%) and Church Norton attracts the most winter wildlife watchers (43%).

Table 27: The main activity undertaken at each site expressed as a percentage in brackets of the number visitors to each survey location stating their main activities.

| Activity | Winter | | | | Summer | | | | Combined | | | |
|---------------------------------|----------------|---------------|-----------------|------------|----------------|---------------|-----------------|------------|----------------|---------------|-----------------|------------|
| | Visitor Centre | Church Norton | Greenlease Farm | Total | Visitor Centre | Church Norton | Greenlease Farm | Total | Visitor Centre | Church Norton | Greenlease Farm | Total |
| Dog Walking | 19 (40) | 8 (17) | 24 (73) | 51 (40) | 13 (30) | 11 (20) | 20 (42) | 44 (30) | 32 (36) | 19 (19) | 44 (54) | 95 (35) |
| Walking | 10 (21) | 14 (30) | 4 (12) | 28 (22) | 16 (37) | 27 (48) | 18 (38) | 61 (41) | 26 (29) | 41 (40) | 22 (27) | 89 (33) |
| Jogging etc | 2 (4) | 1 (2) | | 3 (2) | 1 (2) | 3 (5) | 3 (6) | 7 (5) | 3 (3) | 4 (4) | 3 (4) | 10 (4) |
| Cycling | | | 1 (3) | 1 (1) | 1 (2) | 1 (2) | 2 (4) | 4 (3) | 1 (1) | 1 (1) | 3 (4) | 5 (2) |
| Wildlife watching/bird watching | 16 (34) | 20 (43) | 2 (6) | 38 (30) | 10 (23) | 9 (16) | 2 (4) | 21 (14) | 26 (29) | 29 (28) | 4 (5) | 59 (22) |
| Fishing | | 1 (2) | | 1 (1) | | 2 (4) | 2 (4) | 4 (3) | | 3 (3) | 2 (2) | 5 (2) |
| Photography | | 1 (2) | | 1 (1) | 1 (2) | 1 (2) | | 2 (1) | 1 (1) | 2 (2) | | 3 (1) |
| Other | | | | | | 1 (2) | 1 (2) | 2 (1) | | 1 (1) | 1 (1) | 2 (1) |
| No response | | 1 (2) | 2 (6) | 3 (2) | 1 (2) | 1 (2) | | 2 (1) | 1 (1) | 2 (2) | 2 (2) | 5 (2) |
| Total | 47 | 46 | 33 | 126 | 43 | 56 | 48 | 147 | 90 | 102 | 81 | 273 |

8.52. Pagham Harbour lies outside the geographic area of the Solent and therefore Arun District Council are not members of the SRMP. Nonetheless, negotiations are ongoing to integrate Pagham Harbour into the SRMP scheme; however this will not happen before 2017 at the earliest. In the meantime an outline of a strategic package of mitigation was agreed by the Council and Arun District Council in January 2016.

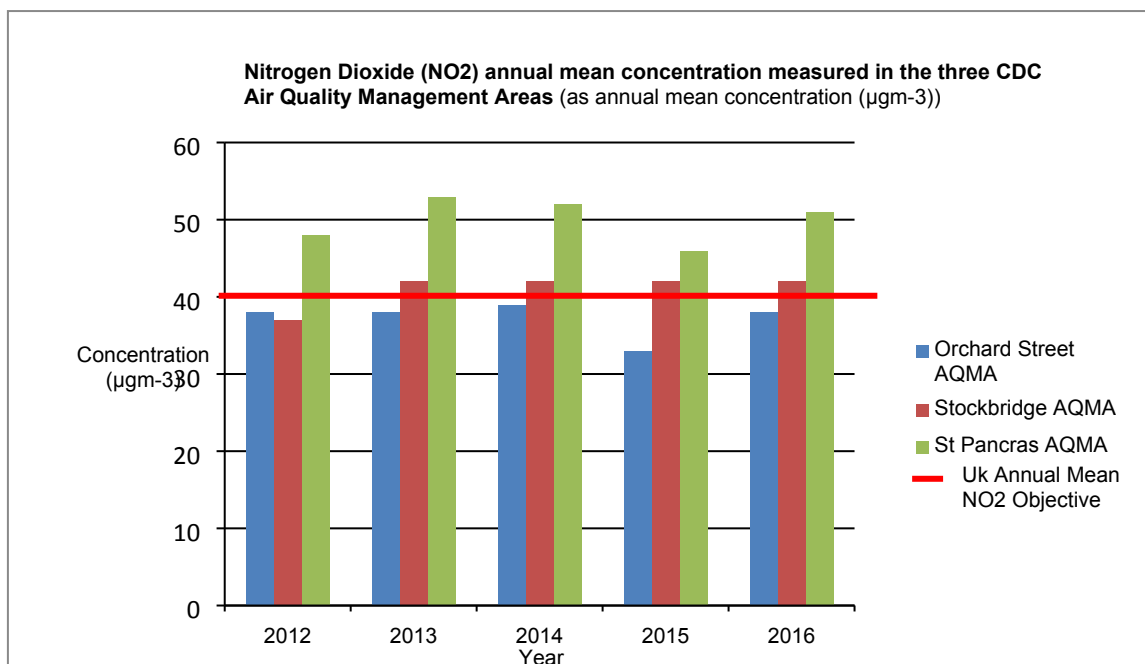
Key Indicator: EN4

Air Quality Management Areas Nitrogen Dioxide levels

8.53. Air Quality Management Areas (AQMAs) exist where air quality fails or is likely to fail an Air Quality Objective prescribed in regulations. In Chichester city transport movements and traffic congestion have a detrimental impact on air quality, which has resulted in the designation of three AQMAs. The three AQMAs are in parts of St Pancras, Orchard Street and Stockbridge roundabout.

8.54. Figure 4 indicates that the nitrogen dioxide annual mean concentration (μgm^{-3}) in the AQMAs of Orchard Street, Stockbridge and St Pancras was $33\mu\text{gm}^{-3}$, $42\mu\text{gm}^{-3}$ and $46\mu\text{gm}^{-3}$, respectively, in 2015. In 2016 the annual mean concentration was $38\mu\text{gm}^{-3}$, $42\mu\text{gm}^{-3}$, and $51\mu\text{gm}^{-3}$. This shows that levels have risen within Orchard Street and St Pancras by $5\mu\text{gm}^{-3}$. It is noted that in 2016 the air quality limit for nitrogen dioxide within the Stockbridge and St Pancras AQMAs were above the UK annual mean nitrogen dioxide annual mean Objective.

Figure 4: Nitrogen dioxide levels in the air quality management areas



Key Indicator: EN5

Conservation Areas with Character Appraisals

8.55. The aim of a Conservation Area Character Appraisal (CACA) is to improve the understanding of the history and historical context of the area and to increase awareness of exactly what it is about the conservation area that makes it special. In addition it helps shape future developments and planning policies, as well as giving residents an idea of what enhancements could be made.

8.56. This key indicator seeks to review three CACAs per year during an eight year rolling programme. However, in the monitoring period between 1 April 2016 and 31 March 2017 no CACA reviews were completed. Nonetheless, it should be noted that since April 2016 the Chichester, Selsey and Fishbourne CACA reviews have been progressed. The Chichester CACA review, following a final consultation is now waiting to obtain final approval. The decision on the Selsey CACA has currently been deferred to allow further discussions with the Town Council.

Key Indicator: EN6

Carbon dioxide emissions - Total and by sector per capita

8.57. Table 28 below provides a breakdown of CO₂ emissions across the whole of Chichester District, including the SDNP.

8.58. The Department of Energy and Climate Change published figures for carbon emissions for local authorities for 2015 in June 2017. There is a two year time lag in terms of the Department of Energy and Climate Change reporting carbon emissions data. However, the most recent publication shows the per capita local CO₂ emission estimates; industry and commercial, domestic and transport sectors for the years 2005 to 2015. The table below indicates that from 2012 levels there has been an overall decline in carbon emissions over the four years in Chichester District.

Table 28: Carbon emissions estimate (kilotonnes CO₂) (Source: Department for Energy and Climate Change)

| Year | Industry and Commercial | Domestic | Transport | Total |
|------|-------------------------|----------|-----------|-------|
| 2012 | 355.2 | 297.7 | 310.7 | 942.0 |
| 2013 | 339.7 | 287.0 | 306.0 | 911.1 |
| 2014 | 271.6 | 242.6 | 312.3 | 800.8 |
| 2015 | 265.7 | 229.8 | 320.9 | 791.0 |

Strategic Infrastructure

8.59. The Environment Agency has been consulted throughout the monitoring year on all relevant planning applications submitted to the Council for consideration.

| |
|--|
| <p>Key Indicator: S1</p> <p>Number of planning applications approved contrary to advice given by the Environment Agency on flood risk issues.</p> |
|--|

8.60. In the monitoring year the Environment Agency objected to fifteen planning applications on flood risk grounds. Table 29 sets out details of the Environment Agency objections and how they were addressed. Consequently the Council did not grant permission for any planning applications contrary to the advice of the Environment Agency on flood risk grounds during the monitoring period.

Table 29: Planning applications where the EA has objected on flood risk grounds

| Application Number and Location | Description | EA Objection Reason | Council Decision |
|-------------------------------------|---|----------------------------------|------------------------|
| 16/02174/COU Bridgefoot Cottage, | Change of use of workshop/studio to bed and breakfast | Unsatisfactory FRA/FCA Submitted | Pending consideration. |

| Application Number and Location | Description | EA Objection Reason | Council Decision |
|--|---|----------------------------------|--|
| Glasshouse Lane, Kirdford | accommodation. | | |
| 16/03112/FUL Marsh Farm, Farm Lane, Nutbourne | Demolition of existing dwelling and construction of 1no. dwelling. | Unsatisfactory FRA/FCA Submitted | EA objection related to the absence of an acceptable FRA. Following the submission of further information the EA set out that the development would only meet the requirements of the NPPF if measures detailed in the FRA were implemented and secured by planning condition. Application was permitted with the appropriate condition. |
| 16/03152/FUL 32 Appledram Lane, South Fishbourne | Change of use of existing garden room into a bed and breakfast accommodation. | Unsatisfactory FRA/FCA Submitted | EA objection related to the absence of an acceptable FRA. Application withdrawn. |
| 16/03383/FUL Land Adjacent To Ham Road, Sidlesham | Use of land as a traveller's caravan site consisting of 2 no. touring caravans, 1 no. amenity structure and associated development. | Risk to life and / or property | EA objection related to the site lying within Flood Zone 3. As set out within the Technical Guidance of the NPPF, the proposed development is not compatible within this flood zone and should not be permitted. Application was refused May 2017. An appeal has been submitted and is pending a decision. |
| 16/03694/FUL 95 East Beach Road, Selsey | Demolition of existing dwelling and erection of replacement dwelling. | Unsatisfactory FRA/FCA Submitted | EA objection related to the absence of an acceptable FRA. Following the submission of further information the EA has removed its objection subject to the inclusion of an appropriate flood risk mitigation condition. Application permitted June 2017 with appropriate condition. |
| 16/03791/OUT Phase 2 Of The Westhampnett/ | Residential development comprising up to 200 no. dwellings, | Unsatisfactory FRA/FCA Submitted | EA objection related to the absence of an acceptable FRA. EA has removed its objection following the |

| Application Number and Location | Description | EA Objection Reason | Council Decision |
|---|---|---|---|
| North East Chichester, SDL Land North East Of Graylingwell Park, Chichester | including an element of affordable housing, associated landscaping and open space, Lavant Valley Linear Greenspace, surface water attenuation and ancillary works and vehicular access from the area known as 'Phase 4 of the Graylingwell Park development.' | | submission of additional technical assessment of flood risk and the imposition of appropriate conditions. |
| 17/00077/FUL Land South Of Treetops Cottage, Highleigh Road, Sidlesham | Erection of detached house. | Part C of Exception Test not passed, Unsatisfactory FRA/FCA Submitted | EA objection related to the absence of an acceptable FRA which also did not demonstrate the sequential test had been passed. Application withdrawn. |
| 17/00240/FUL Land West Of Bon Ami, Peerley Road, East Wittering | Erection of 1no. 2 bedroom bungalow and new access and parking to existing. | PPS25/TAN15 - Request for FRA/FCA | EA objection related to the absence of a FRA as proposed dwelling within Flood zone 3. EA has removed its objection as although their flood maps indicate flood zone 3 within the application site the proposed dwelling was situated entirely within Flood Zone 1. Therefore no objection raised. Application refused due to overdevelopment, impact on the character of the area, amenity space and Chichester and Langstone Harbour SPA. |
| 17/00448/FUL Old Haven, The Street, Itchenor | Demolition of existing building and construction of 6 bedroom replacement dwelling, garage and associated works. | Unsatisfactory FRA/FCA Submitted | Application refused for reasons including that an unacceptable FRA has been submitted to adequately demonstrate that the site would not be at risk of flooding. The application is currently at appeal. |
| 17/00512/FUL 10 Drift Road, Selsey | Demolition of existing non-traditional bungalows and replacing with two | Unsatisfactory FRA/FCA Submitted | EA objection related to the site lying within Flood Zone 3 and the absence of an acceptable FRA. Application |

| Application Number and Location | Description | EA Objection Reason | Council Decision |
|--|---|-----------------------------------|--|
| | new bungalows. | | withdrawn May 2017. |
| 16/02317/FUL The Old Mill, Lock Lane, Birdham | Change of use of store rooms to a dwelling, rear extension and conversion repair works. | Unsatisfactory FRA/FCA Submitted | EA objection related to the absence of an acceptable FRA. Following the submission of further information the EA has removed its objection subject to condition requiring development to be carried out in accordance with the FRA. Application permitted April 2017 with appropriate condition. |
| 16/02363/FUL 34 Ormonde Avenue, Chichester | Demolition of existing dwelling and erection of 3no. dwellings, with associated access, parking and landscaping | PPS25/TAN15 - Request for FRA/FCA | EA objection related to the site falling within Flood Zones 2 and 3 and the absence of an acceptable FRA and sequential test. As such the application was refused in addition to its impact on the character of the area and the Chichester and Langstone Harbour SPA. Appeal allowed. Inspector was satisfied that due to the siting of the dwellings outside of the flood zones 2 and 3 a sequential test was not required and the recommendations of the FRA could be secured by way of condition. The Inspector was also satisfied on all other matters. |
| E/16/00564/DOM 102 First Avenue, Almodington, Earnley | Single storey rear extension | Unsatisfactory FRA/FCA Submitted | EA objection related to the absence of an acceptable FRA. The FRA was updated. As such the Officer was satisfied that it complied with the standing advice of the EA regarding minor developments. Application permitted May 2016. |
| 16/00723/FUL Land South Of Treetops Cottage, | Erection of detached house. | Unsatisfactory FRA/FCA Submitted | EA objection related to the absence of an acceptable FRA. Application refused May 2016. |

| Application Number and Location | Description | EA Objection Reason | Council Decision |
|--|--|----------------------------------|--|
| Highleigh Road, Sidlesham | | | |
| 16/01741/FUL 95 East Beach Road, Selsey | Demolition of existing bungalow and erection of 1 no. 3 storey dwelling. | Unsatisfactory FRA/FCA Submitted | EA objection related to the absence of an acceptable FRA. Application withdrawn July 2016. |

| |
|---|
| <p>Key Indicator: S2</p> <p>Number of planning applications approved contrary to advice given by the Environment Agency on water quality issues.</p> |
|---|

8.61. In the monitoring year the Environment Agency objected to one planning application on water quality grounds. Table 30 sets out details of the Environment Agency objection and how it was addressed. Consequently the Council did not grant permission for any planning applications contrary to the advice of the Environment Agency on water quality grounds during the monitoring period.

Table 30: Planning applications where the EA has objected on water quality issues

| Application Number | Description | EA Objection Reason | Council Decision |
|---|--|--|---|
| 16/02746/FUL Land South of Clay Lane, Chichester | Erection of 33 no. dwellings, vehicular and pedestrian access, parking and secure cycle storage, landscaping and open space. | Non-mains drainage proposed in sewered area. | EA objection related to the installation of private sewage treatment facilities within sewered areas. Application withdrawn in November 2016. |

9. Appendices

Appendix 1 – Monitoring Reports from Parish Councils with Made Neighbourhood Plans.

1. Birdham Neighbourhood Plan

Monitoring Report

Made Neighbourhood Plans (1 April 2016 to 31 March 2017) Birdham Neighbourhood Plan

Purpose

The purpose of this report is to provide information relating to the effectiveness of the policies contained in the Birdham Neighbourhood Plan, to assist Chichester District Council with the compilation of an Authority Monitoring Report. Although the period covered is 1 April 2016 to 31 March 2017 significant events occurring since 31 March 2017 are also noted.

Background

The Neighbourhood area for Birdham covers the whole of the Parish of Birdham.

The Birdham Parish Neighbourhood Plan was examined by Janet Cheesley BA (Hons) DipTP MRTPI who, in October 2015, recommended that the Birdham Parish Neighbourhood Plan as modified by her recommendations should proceed to referendum

Following this the Examiner's modifications were agreed by Birdham Parish Council and Chichester District Council. On 9 February 2016, the Decision Statement, a report that outlines all the Examiner's modifications and confirms acceptance by all parties, was agreed by Cabinet.

The referendum was held on 5th May 2016.

The total number of votes cast was 561. Turnout was 45.86%, the highest in the District at the time. The numbers voting for the plan 505. The numbers voting against the plan 56

At a Full Council meeting on 19 July 2016 it was confirmed that the Birdham Parish Neighbourhood Plan, Submission Plan (incorporating Examiner's modifications and all modifications as per the Decision Statement), complied with the legal requirements and basic conditions set out in the Localism Act 2011, and as a result of Full Council resolution of 19 July 2016 has been 'made'.

The vision of the Neighbourhood Plan is "To enhance Birdham as a beautiful harbour-side Parish with a close, supportive community at its heart, and to promote a sustainable thriving economy with a robust infrastructure and maintain the Area of Outstanding Natural Beauty, ecology and character of the harbour, canal and its rural and agricultural surroundings." To meet this vision, 7 objectives were established, which lead to 24 policies drawn up. A summary follows:

Summary of Objectives

| Objectives | Policies |
|--|----------|
| HERITAGE | |
| Protection & Enhancement | |
| Protect and enhance the Parish's heritage for the benefit of tourists, existing residents and education of future generations. | 1 - 2 |
| ENVIRONMENT | |
| Conservation & Enhancement | |
| Conserve and enhance important ecological sites and links, including hedgerows, ditches and key species in these habitats. | 3-6 |
| COMMUNITY & LEISURE | |
| Preservation & Enhancement | |
| Preserve and enhance existing open community spaces and buildings and widen their use, including additional amenities and ensure community amenities are easily accessible to any new development to provide a 'Sense of Community.' | 7-8 |
| TRANSPORT | |
| Infrastructure | |
| Improve existing sustainable transport connections to and within the Parish, including public transport and access across major roads. | 9 |
| Road, Pedestrian & Cycle Safety | |
| Locate new development within walking distance of amenities and address the actual and perceived safety issues on roads and associated footpaths and cycle paths within and alongside residential areas. | 10 -11 |
| HOUSING | |
| Housing Development | |

Accommodate sustainable housing development in accordance with the Chichester Local Plan and ensure that the development of sites is appropriate for this rural location. 12 -15

Housing Density & Design

Ensure that the design, style and density of new housing are in keeping with the character of the Parish and the rural environment and that it is sustainable, free from flood risk with adequate parking provision and appropriate landscaping. 16

Housing Need

Ensure that the mix of housing types and supply of social and affordable housing meets the needs of the Parish. 17

DRAINAGE

Surface Water

Identify issues to reduce the risk of surface water flooding in Birdham and immediate surrounding areas and take measures to ensure proper controls are applied to any development to eliminate flood risk. 18 -20

Waste Water

Identify issues to eliminate the risk of sewage infiltrating into surface water systems and properties and risks of discharge into the environment and ensure that there is sufficient headroom at the treatment works for any additional development. 21

BUSINESS/LOCAL ECONOMY

Development & Growth

Support the retention, development and sustainable growth of new and existing businesses, including core industries important to the local economy and community and home workers. 22 -23

Business Infrastructure

Improve mobile phone signals and provision of high speed broadband. 24

This Report will measure progress, firstly against the Policies, and then the Action plan

Evaluation

Heritage

Policy 1 - Heritage Assets & Their Setting

Any development must conserve or enhance the heritage assets of the Parish and their setting, including maintaining settlement separation

Policy 2 - Archaeological Sites

Non householder development on previously undeveloped land must allow for the investigation and the preservation of archaeological remains and protect recognised sites of archaeological importance, where appropriate.

These policies have been met during the monitoring period.

Environment

Policy 3 - Habitat Sites

Development must avoid harming existing ecological assets.

Policy 4 - Landscape

Character and Important Views Any development must maintain the local character of the landscape.

Policy 5-

Light Pollution Any development must limit the impact of light pollution from artificial externally visible light sources.

Policy 6-

Biodiversity Any development must maintain and enhance the current biodiversity status of Birdham, in accordance with the CDC Local Biodiversity Action Plan.

These policies have been met during the monitoring period, although the planning applications and unlawful development on Birdham Farm did pose a threat to these policies. The result of the appeal on this site will hopefully remove the threat to these policies.

Community and Leisure

Policy 7 - Integration & Sense of Community

New residential development must be designed to integrate well into the existing community.

Policy 8 - Retention of Assets of Community Value and Other Facilities

The Neighbourhood Plan will resist any change of use or loss of Assets of Community value These policies have been met during the monitoring period.

Traffic Impact

Policy 9 Traffic Impact

Any new development within the Parish with a significant traffic impact will only be supported if that impact can be mitigated via developer contributions to measures agreed with the highway authority.

Policy 10 - Footpaths & Cycle Paths

Any development must protect the existing cycle and pedestrian network. New development with significant traffic impact will be expected to contribute to the enhancement of the footpath and cycle network.

Policy 11 Village Severance

New development on the edges of the village or away from the main amenities of the village should provide safe access to reduce village severance

These policies have been met during the monitoring period.

Housing

Policy 12 - Housing Development

The indicative parish housing number for Birdham Parish in the adopted Local Plan is 50. The following sites are estimated to be capable of delivering growth of 79 units for the neighbourhood plan period 2014- 2029, including an adequate number of affordable housing units.

The current state of housing development is: -

| Site | Number | Current status |
|--------------------------------------|--------|----------------------------------|
| Rowan Nursery, Bell Lane | 25 | Technical start made |
| Tawny Nursery, Bell Lane | 30 | Completed after 31 March 2017 |
| Site off Crooked Lane - | 15 | Technical start made |
| Chichester Marina (Opal Building) | 9 | Completed |

Policy 13 - Settlement Boundary

The Settlement Boundary Area (SBA) for Birdham has been reviewed. Policy 14 - Windfall Sites

Within the terms of this policy, the following housing has been approved:

| : Site | Number | Current Status |
|------------------------------------|--------|-------------------------------|
| : Birdham Pool | 4 | Complete |
| Rear of Ayton, Main Road | 3 | Complete |
| Rear of Sarnia, Chaffinch Close | 4 | Planning application approved |

Policy 15 - Rural Area Policy

Development within the rural area will be in accordance with the NPPF paragraph 55, Local Plan Policy 45 and the General Permitted Development Order

Policy 16 - Housing Density & Design Policy 17 - Housing Need

Any development must contain a mix of housing sizes and types to suit the demographic characteristics and requirements of the Parish, and social and affordable housing must be allocated in accordance with the Chichester District Council Allocations Scheme.

Overall, progress on housing has been good, with 46 houses completed (some after the end of the monitoring period), technical starts made on 35, and planning permission granted for a further 4, the indicative number of 50 will easily be met.

In addition to the above, a planning application for 77 houses on Koolbergen, Belfield and Kelly's nurseries was turned down. This application is currently the subject of an appeal. The Parish Council will continue to object to this application on the grounds that there are already completed houses, and approved planning applications for 90 houses, against an indicative number of 50. A further 77 is far too many for the village to absorb, and approval would make a mockery of our indicative figure.

Planning applications, initially for 2 caravans, followed by considerable unlawful development, took place on land to the rear of Premier Business Park, Main Road. This development violated a considerable number of Neighbourhood Plan policies. The planning applications were refused, and various enforcement notices were upheld on appeal. A considerable sum of money was raised locally to fund a landscape survey, which was presented at the Appeal hearing. Subsequently applications for a further 3 caravans were refused.

Drainage

Policy 18 - Flood Risk Assessment

Policy 19 - SUDS Design & Management Development Policy 20 - Surface Water Run-off

Policy 21 - Wastewater Disposal

These policies have been met during the monitoring period

Business

Policy 22 - Development for Business Policy 23 - Retention of Business

Policy 24 - Broadband and Telecommunications

These policies have been met during the monitoring period

In addition to the policies above, an Action Plan was compiled of projects identified during the Neighbourhood Planning process that residents considered should be addressed in order to improve the quality and wellbeing of the village and Parish for the benefit of everyone living and visiting the Parish

Details of the action plan, together with progress made, are below

Action Plan

| Ref | Item | Action | By Whom | Progress |
|------------|------------------------|--|-------------------------|---|
| Policy 1 | Chichester Canal | Monitor progress and plans by Chichester Canal Society | Parish Council | Ongoing |
| Policy 4 | Maintain open views | Join with bordering parishes in preparing an integrated footpath system that enhances viewpoint access around the Harbour and the interior farmland of the Manhood | Environment Group | Ongoing |
| Proposal 1 | Playing Field | Seek funds through the Community Infrastructure Levy to improve drainage and facilities | Parish Council | Some improvements made with new equipment |
| Policy 9 | Crooked Lane | Seek improvements to parking at both ends to improve access and safety. | Parish Council | Ongoing |
| Policy 10 | Footpaths & CyclePaths | Ensure footpaths and cycle paths are regularly maintained and kept clear. | Parish Council | Ongoing |
| Policy 10 | Safer access | Lobby for pedestrian crossing(s) on A286 | Parish Council | Ongoing |
| Proposal 2 | Bus Service | Lobby for extended evening and Sunday services | | Ongoing |
| Proposal 3 | Speed restrictions | Follow up results of speed survey and lobby for lower speed restrictions. | Parish Council | Ongoing |
| Policy 17 | Housing Need | Monitor requirements for social/rented housing | Parish Council | Ongoing |
| Policy 18 | Flood Risk Assessment | Lobby for area Flood Risk Assessment | BEFPG | Ongoing |
| Policy 21 | Wastewater | Monitor Southern Water statistics. Report any sewage failure issues | BEFPG General Public | Ongoing |
| Proposal 4 | Ditch Maintenance | Ensure Ditches are cleared and maintained | BEFPG | Ongoing |
| Policy 24 | Broadband & Telecomms | Lobby for improvements to both | Parish Council | Ongoing |
| Proposal 5 | Business Support | Set up local business directory and seek business mentors | Business Group | Ongoing |

Conclusion

The Birdham Neighbourhood Plan has provided a good guide on which to base planning decisions, and has been helpful in a number of instances. Progress towards meeting the indicative housing target is very good, with completions and planning permissions at 90 against an indicative figure of 50.

2. Bosham Neighbourhood Plan

BOSHAM PARISH NEIGHBOURHOOD PLAN

Monitoring Report

1st March 2016 to 31st March 2017

1. The BPNP was made on 22 November 2016.
2. As a result of the Independent Examiner's recommendation the Housing Allocation Policy was removed from the BPNP and the allocation of 50 houses is therefore included in the CDC SADPD which has just undergone public examination for the test of soundness- the conclusions thereof are yet to be released.
3. There was no local community engagement by CDC (apart from online statutory consultation) on the DPD site selection. In view of the fact that the allocated site was the least preferred by residents more could have been done by CDC to justify the allocation.
4. **Policies** – All policies 1-9 of the BPNP are geared to development thus in view of the deletion of the Housing Policy and the imminent arrival of the CDC DPD there is little to report on the effectiveness of these policies with regards to the Parish's allocation of 50 houses. However the Parish Council Planning Committee does refer and rely upon these policies for their decision making when commenting on planning applications and it is expected that CDC will always do likewise.
5. **Policy 9**
 - 5.1. Local reviews of 20mph zones have proved difficult to fund and implement. Schemes are costly and ultimately not enforceable. To qualify there must be an average speed of less than 26mph and whilst this is probably achievable on the smaller roads with parked cars the faster roads where such a scheme is required would have to be ruled out.
 - 5.2. The aspiration for a pedestrian crossing on the A259 has been positively acknowledged by Highways, however there are problems arising from sightlines. Highways feel that the parish needs to understand the current usage and crossing points to establish if there is a need and precisely where it is best placed. have asked the primary school to provide information about how children travel to school in order to ascertain the actual or perceived difficulties and dangers- once this information is available the PC can make appropriate representations to WSCC for pavement improvements.
 - 5.3. Highways have considered and dismissed the need for a pinch point at Taylors Lane. Such calming measures would require street lighting in this road. Further an extension of the footpath on the western side is deemed dangerous, however there is scope for a footpath on the opposite side of the road should the land owner wish to provide some land.

6. Infrastructure

- 6.1. The aspiration for pedestrian safety near the Bosham roundabout has been positively acted upon by Highways, and on inspection engineers have identified the need to install 13 drop kerbs for safer crossing -this is much needed.
 - 6.2. However plans to improve the aesthetics of the roundabout are not progressing as well due to CDC concerns and infrastructure issues on the roundabout.
 - 6.3. The verge on the A259 north side is being planted with hedges and trees to make this area more attractive for residents and wildlife.
7. **Monitoring and review** - Progress is monitored by the full Parish Council at its monthly meetings.

3. Chidham and Hambrook Neighbourhood Plan

Chidham & Hambrook Neighbourhood Plan

Monitoring Report to 31st March 2017

Report Period.

This report covers the period between 20th September 2016 and 31st March 2017.

1. Following a successful referendum the Chidham & Hambrook Neighbourhood Plan was placed before Chichester District Council on 20th September 2016 where the Neighbourhood Plan was made and became part of the development plan. .
2. Up to the end of March 2017 a number of planning applications were put to the Parish Council for consideration. The Neighbourhood Plan was used as a guiding document during the committees review of each application where necessary especially applications for a number of dwellings. The following applications were of particular note regarding the Neighbourhood Plan Policies on land allocation, environment and landscape.
 - 16/03544/FUL – Single dwelling in the form of a Signal Box. Small windfall site under policy LP1. Landscape issue under policy EM2 and EM3. Although rejected by CDC this was overturned under the Red Card procedure and review by the full CDC Planning Committee.
 - 16/04148/FUL – Small development within the Settlement Area as indicated within the Neighbourhood Plan, of 11 dwellings. Although this development would demolish an old farm house, potentially changing the historic landscape, the advantage to the area was the offer of affordable and social housing.
 - 16/04132/OUT – Old plant nursery site off the A259 bordering the north of the AONB. Outline application for 10 dwellings. The site was no longer being used as only a plant nursery but for the renovation of old military vehicles and as such regarded as brown field. Although rejected by the CDC Planning Department it was permitted under appeal as being generally in line with the Neighbourhood Plan. Although outside the Settlement Area it was regarded as a Windfall Site.
 - 14/03647/OUT, APP/L3815/W/164032 – Outline planning application for 39 dwellings outside the Settlement Area in the north of the village. Ruled as unsustainable, insufficient access and outside the Settlement Area.
3. The Parish Council are working on several projects to improve the facilities within the Neighbourhood Plan area which at the time were in the very early stages of development. These will be reported on in the next report to CDC. We continue to

watch landscape and environment to protect the area and ensure all changes and new developments keep the overall rural nature of the village where possible.

4. The Neighbourhood Plan is monitored by the Parish Council and referred to when making planning decisions and reviewing changes to the Parish.

4. Fishbourne Neighbourhood Plan

FISHBOURNE NEIGHBOURHOOD PLAN MONITORING REPORT (1 April 2016 – 31 March 2017)

1. Project updates

Roundels on road – refreshed free of charge by WSCC Highways

Village Signs – Format of replacement village signs agreed with WSCC Highways – white lettering on a green background and including the word ‘village’ to emphasise the individual identity of Fishbourne.

Vehicle Activated Speed Signs – Large flashing signs were not agreed by WSCC Highways who consider them ineffective with poor cost to benefit ratio, so PC investigating a scheme of Speed Indication Devices in different sites within the parish. *(Subsequently implemented)*

Parish Office established in the Fishbourne Centre – open to the public on two days a week.

2. Policies and Key Areas

2.1 Housing, Planning and Design (Policies SD1, SD2, SD3 and D1)

Proportion of sustainable homes agreed with Pallant Homes and Taylor Wimpey. Affinity Sutton development all affordable. *All developments now complete.*

Policy D1 provides guidance to Councillors when considering new builds or extension applications which assists openness and transparency.

2.2 Local Economy and Tourism (Policies E1 and E2)

There has been no progress this year.

2.3 Environment (Historic, Built and Natural) (Policies ENV 1-4 and H1)

Policies in place but no action needed.

2.4 Travel and Transport (policies T1 and T2)

Our proposal for a 40mph limit in Clay Lane which is currently unrestricted was refused by WSCC Highways as there are no frontages on this section of road.

Our proposal for a 40mph limit in the Funtington Parish Council part of Salthill Road (north of the A27 flyover) is being considered by Highways. *(Subsequently implemented)*

Despite public support, the bid for a 20mph speed limit in residential roads in Fishbourne failed.

3. A sense of community

FPC successfully campaigned for the ward name to be changed to ‘Harbour Villages’ ward rather than Bosham & Donnington Ward to protect the village identity.

4. Monitoring and Review

Progress is monitored by reports/recommendations to the full Parish Council at its monthly meetings. Updates on projects appear on the Parish Council website, in Village Voice and the PC Facebook page and via the KIT newsletters.

Lucy Wright
Parish Clerk

November 2017

5. Kirdford Neighbourhood Plan

Kirdford Parish Neighbourhood Plan 2014

This Council has continued to engage with developers to secure delivery of the objectives of the KPNP 2014. Notable projects have included: -

Policy KSS1 – Land to the north of Kirdford Growers – whilst the Council has been supportive in its meetings with CALA Homes who have come forward with proposals, based on their having an option to purchase the land, they have been consistent in failing to want to adhere to the policy, claiming financial viability as a constraint. The Parish Council therefore supported uplift in housing numbers to 54 but the developer continued to oppose the phased delivery requirement in the policy.

Given the significant import of this site in terms of the sustainability in delivering growth in the Plan Area the Parish Council sought in regard to the CALA application 15/03367/FUL, to reach a phased implementation agreement as suggested by the LPA. This was concluded but subsequently withdrawn by the applicant and the application is to be determined in Dec'17 by the LPA without the support of the Parish Council given it is not compliant with NP Policy.

The Parish Council, its associated CLT and its Housing Association partner, Greenoak are still willing to progress working in collaboration with the developer and/or the landowner especially with a view to delivery of the affordable housing.

Policy KSS2a and KSS2b Land at Townfield – The Parish Council responded positively to Think Villages, a development company with an option on the land who is seeking to deliver the proposals, within the policy objectives, in conjunction with the Parish Council, its Housing Association partner and CDC Housing Dept. Unfortunately the developer withdrew from the project without clarifying any reasons. The landowners we understand are still supportive of the development.

Policy CP.2 – The village commercial hub – the Parish Council's CLT has made a number of approaches to agent acting for the landowner with a view to procuring or jointly delivering the objective of the policy. No response was forthcoming and the land was sold to a new owner who is pursuing his own proposals for developing the site. Two separate applications have been submitted to the LPA, one in compliance of the policy which was supported by the Parish Council, the second recently submitted is awaiting further details to be submitted.

General Policies – the general policies in the plan have been cited by the LPA and Planning Inspectorate in their determination of applications and appeals and appear to have been reasonable and appropriate when referenced as justification for the decisions made. There is concern locally that in regard to Policy KSS1 the LPA is seeking to set aside some aspects of the Policy by way of other material considerations, whilst this is normally acceptable practice, arguably the LPA's allocation of weight to other material consideration seem to favour District needs ahead of local sustainability requirements.

6. Loxwood Neighbourhood Plan

Loxwood NP

Monitoring report

1 April 2016 to 31 March 2017.

Note | : The Plan was made on the 14 July 2015

General-1

The NP was written before the CDC Local Plan was Made and the text of the NP refers to the “emerging” CDC Local Plan. At a suitable point in time, the NP will be subjected to review to correct minor editorial changes.

General-2

There is no legislation or guidance material that defines the working relationship between a parish and the district council when the parish has a Made NP. It is incumbent on both parties to work together to formulate agreement on planning applications and compliance with the policies of the NP. In that respect, LPC would encourage CDC to develop a procedure which officers and parish councils could follow, thus ensuring each officer and parish council work together in a consistent manner.

General-3

In a number of instances, the Decision Notice issued by CDC did not cross refer to relevant valid NP policies which are unique to the NP. This precludes the applicant having to comply with the specific policies in the NP. See text of report for details.

Policy 1- Housing Allocation

This policy allocates a minimum of 60 houses on allocated and windfall sites within the Settlement Boundary (SB) . The Nursery site for 43 houses is currently being built out. |The planning consent for the Farm Close site (17 houses) has now become extant. The allocation was challenged at a planning public enquiry and a Judicial Review and found to be compliant with district and national planning policies.

Policy 2- Settlement Boundary (SB)

The SB is defined in figure 6 of the NP. Within the SB there is a presumption of sustainable development as defined in district and national planning policies. This policy has also been challenged at a planning public enquiry and a Judicial Review and found to be compliant with district and national planning policies.

Policy 3-Sites Assessments and Allocation of Sites

Policy 3 is an enabling policy and allocates two sites within the SB for development. These sites are defined in policies 4 and 5. The policy requires that any development on allocated and windfall sites must also comply with policies 7, 8,9,10,15,16,17 and 18. LPC’s experience with these policies is defined later in the report.

Policy 4- Land at Farm Close

This policy allocates 17 houses at Farm Close. The policy also makes provision for community benefits to include a Community Parkland, additional car parking for the doctor's surgery, community green and a contribution towards traffic calming. Appendix 1 and 2 of the NP define the allocation. The site was granted full planning consent as per appendix 1 and 2 in September 2014. Since planning consent was granted, the site has been sold to another developer and no activity has taken place. The planning consent has since become extant. A further planning application has now been submitted for 19 houses. This application reduces the affordable element of the housing from 8 to 6 and increases the open market element by 2 houses. The extent of the development also breaches the Settlement Boundary. The application therefore is not in compliance with policy 4 of the NP.

Policy 5- Land at Nursery site

This policy allocates 43 houses on the Nursery site. The policy also makes provision for community benefits to include a small retail development, car parking for shoppers, village green, small business premises and designs to incorporate village traffic calming. The site gained outline planning consent in July 2016

One aspect of the policy which has not worked well is the traffic calming obligations of the policy and those of policy 16, which specifically address traffic calming. Despite the stated safety objectives of both policies, in the view of LPC, the objectives of both these policies have not been met. This, in part, was due to WSCC at the consultation stage, insisting that none of the traffic calming measures requested by LPC could be conditioned in the S106, as they allegedly did not meet national guidance in terms of the defined requirement under the Road Traffic Regulations for the provision of mini roundabouts and pedestrian crossings or did not deliver a perceived safety benefit. It would appear that despite the intent of a policy, national guidance takes precedent of a policy which has been the subject of consultation and a referendum. It is clear that further national NP guidance is necessary to clarify which takes precedent, an NP policy or guidance material issued at district and/or national level.

With hindsight, it would have been better if the traffic calming policies had defined a specific calming measure rather than an objective.

In addition, due to the lack of a formal procedure at CDC Planning for the inclusion of local parish council representation where a NP is in place, agreement with the developer at reserved matters stage resulted in a much reduced level of traffic calming for this development without the agreement of the LPC. This has reduced the ability of LPC to negotiate a suitable level of traffic calming contribution with this developer.

The irony of this experience is that WSCC later agreed that one of the traffic calming measures requested by LPC, a pedestrian crossing, could actually be supported if it were funded locally by LPC. However, LPC's ability to fund this level of traffic calming has been substantially undermined by the prior agreement with the developer as per the above paragraph.

Policy 6- Local green Spaces

This policy designates land within the parish as Local Green Spaces. As defined in the NP, it is the intention once the development has been completed to designate the Community Parkland within the Farm Close development as a Local Green Space. This will be done when the NP is next updated.

Policy 7-Street Lighting

This policy requires that any new road built as part of a housing development should not feature street lighting, unless required for health and safety reasons. This will be applicable to the Farm Close and Nursery developments.

However, the Nursery site outline planning consent S106 paragraph 12 planning obligations addresses the standard CDC planning constraints with respect to street lighting and fails to mention policy 7 of the NP.

LPC will work with the developer and CDC to ensure that compliance with the policy is delivered during reserved matters.

Policy 8 –Foul Water

This policy seeks to ensure that any new connection to the sewer network is only made if sufficient capacity exists in the network and that any new connection does not increase the risk of system backup or flooding.

LPC oversight of the policy has proven to be difficult as Southern Water are not statutory consultees and only give advice when asked by the planning authority. This has led to communication difficulties with Southern Water who has refused to respond to LPC requests for information concerning the Nursery site development. CDC planning officers are not sewerage engineers and are thus only able to follow Southern Water's advice and stated requirements.

In the instance of the Nursery site, it does not appear that Southern Water is aware of the NP policy. LPC will endeavour to work CDC on the reserved matter to ensure to its satisfaction that the NP policy is met. In general, LPC would expect that CDCs own planning requirements adequately embrace the issue of sewage infrastructure by engaging with the appropriate water authorities at the consultation phase to ensure that provision is made in the planning conditions or reserved matters for the implementation of the sewer infrastructure in relation to future developments before planning consent is given.

Currently, the LPA and Water Authorities defer to each other as to who carries the responsibility for the adequate design and implementation of this vital infrastructure. Southern Water's own internal organisation is not connected in this respect to ensure that there is adequate capacity, not just in the immediate vicinity of a development, but for the whole of the surrounding system. Once planning consent is granted the developer only has to comply with the minimum requirements as stated by Southern Water's planning department.

Policy 9 – Housing Density

This policy requires that housing density be in character with the surrounding area and give an impression of spaciousness.

Experience with the planning applications for both the allocated sites in the NP has delivered a housing density which fits well with that of the surrounding area.

Policy 10- Build Environment Vernacular

This policy seeks to ensure that all new developments continue to reflect the character and historic context of existing developments within the parish

LPC have been active in discussions with the Nursery site developer to influence the final exterior design of the houses to one that better fits the vernacular of the village. The lesson learnt from this engagement is that the policy is working and LPC need to be vigilant and work with both CDC and developers to deliver the “vision” of the policy.

Policy 11- Wey and Arun Canal

This policy seeks to protect the green corridor along the canal and support the expansion of the Wey and Arun Trust tourism activities.

No planning applications have come before LPC which impact the green corridor of the canal.

Policy 12-The Rural Area

This policy requires that any development in the rural area will be in accordance with district and national planning policy, to support the re-use of farm buildings in the rural area as housing for agricultural workers and to support new agricultural or business development in the rural area.

The overall objective of this policy was to restrict unwanted housing development in the rural area to only that allowed by overarching local and national policy and to stimulate agricultural and business development and thus employment in the rural area, which makes up a large proportion of the parish.

Housing development in the rural area will always be a contentious issue and, on one occasion, LPC decided to recommend refusal of a planning application for a single dwelling whereas the CDC planning officer was minded to permit. This resulted in the planning application being taken to the planning committee for consideration. LPC were not informed about this decision and the officer did not contact LPC to discuss the issue (see the general paragraphs at the beginning of this report for comment on the need for consultation protocol with LPC).

So far, in the time since the NP was Made, no applications have come forward to promote business development or agricultural workers housing in the rural area. However there have been several instances of applications for the conversion of farm buildings to residential properties, most of which have been granted by CDC in the face of objection

from LPC under this policy and in contravention of their Policy 45 and supporting paras 19.21 and 19.22 and Policy 46.

Policy 13-Housing Extensions

This policy works in tandem with policy 10 and seeks to ensure that housing extensions follow the style of the original building.

The majority of planning applications which come before LPC each month fall into this category. The policy is working well and requires an element of judgement when considering the “bulk” of an extension compared to the original footprint.

Policy 14- Economy and Business

This policy seeks to support new business/retail start-ups either as stand-alone buildings or as part of a new development.

So far no new retail/business development planning applications have come before LPC. However, the Nursery site development features provision for a small retail development and LPC have actively supported this development and worked with the agent for the development to agree what type of retail facility will be provided. This work is ongoing and hopefully will benefit the village with expanded shop and post office facilities.

Policy 15- Telecommunications and Connectivity

This policy seeks to ensure that new developments should demonstrate how they will contribute to and be compatible with existing fibre and internet connectivity and enable the highest broadband speeds to be achieved. The policy states that this could be demonstrated by means of a “Connectivity Statement”.

Review of a number of Decision Notices has established that the conditions imposed have not referenced the Policy and thus, to date, developers have not been required to comply with this policy.

Policy 16- Traffic Calming

This policy seeks to ensure that, by means of developer contributions, traffic calming will be introduced to bring about a safer environment for pedestrians and road users within the parish.

Experience with this policy has been disappointing and it is not working as a planning policy. This is explained in more detail under policy 5 above.

Equally, during the planning application phase of the Farm Close development, extensive discussion took place with the original developer and an agreement was reached with respect to a traffic calming contribution from the development. LPC sought to have this agreement written into the S106 agreement but this could not be achieved for legal reasons put forward by CDC.

LPC experience so far is that it is impossible to introduce traffic calming measures by developer contributions as part of the planning process and that the only way to achieve the objectives of the policy will be by means funding separately negotiated with the developer or provided directly by LPC and the community. For small parishes such as Loxwood, the ability to raise the necessary funds for such projects is difficult at best and a more formal planning requirement in line with the NP policy should be considered.

Policy 17- Environmental Characteristics

This policy seeks to encourage developers to use the highest standards of energy saving techniques in their designs of any new development.

This policy has synergy with CDC Local Plan policy 40- Sustainable Design and Construction in as much as they are both encouraging the use of renewable energy sources.

Review of a number of Decision Notices established that the conditions imposed have not referenced either the Local Plan or NP policies and thus, to date, developers have not been required to comply with the policy

When the policy was originally written by LPC it included a sentence with required compliance with the Sustainable Code for Homes level 4 or level 5. This sentence remained in the policy through the first Referendum and Independent Examination. At the second Independent Examination, the examiner recommended removal of the sentence with no substitute wording added. As a result the policy has lost some of its objectiveness and thus during the next review, the policy will be re worded.

Policy 18-Flood Risk

This policy seeks to ensure that the risk of flooding from any new development is minimised. To some extent, this policy has the same objectives as CDC Local Plan policy 42. Any future reviews of the NP will need to take this into account in order to minimise duplication of policy.

Loxwood Parish Council
November 2017

7. Southbourne Neighbourhood Plan

SOUTHBOURNE PARISH NEIGHBOURHOOD PLAN (SPNP) 2014 – 2029

Second Monitoring Report – period 1 April 2016 to 31 March 2017

“The SPNP will be monitored by the local planning authority and Southbourne Parish

Council on an annual basis as part of the Chichester District Annual Monitoring Reports. ” (SPNP para.3.3).

The SPNP was “made” in December 2015. It has been used by the District Council

alongside the Chichester Local Plan to guide development in the Parish.

POLICIES

Policy 2 : Housing Site Allocations

All four housing site allocations in the Neighbourhood Plan progressed.

I Loveders Mobile Home Park, Southbourne :150 dwellings (now known as Priors Orchard :157 dwellings)

Outline permission for 157 dwellings was granted subject to conditions in 2014. An unsatisfactory detailed layout was withdrawn following discussions between the developer, District Planning Officers and representatives of the Parish Council. An improved plan was submitted which included provision for access from the A259; the Green Ring; an equipped childrens’ play area and informal open space in accordance with SPNP requirements (SPNP Policy 2 - I a to d). Inlands Road was to be widened to improve safety and pedestrian access provided together with an emergency only vehicular access from the site. The former substantial hedge was to be replaced as appropriate with a new hedge of native species. This scheme was approved subject to conditions in September 2016. The developer maintained the commitment under a legal agreement to provide contributions towards local infrastructure, and to transfer land to the Parish Council without payment to provide for the southern leg of the future possible pedestrian bridge over the railway and a potential footpath link to the railway station.

II Land north of Alfrey Close, Southbourne :125 dwellings

An outline planning application was approved for up to 125 dwellings in June 2016. There had been an early meeting between the developer, District Council officers and Parish Council representatives and the application was in general accordance with the SPNP. It included provision for the Green Ring; an equipped childrens’ play area; informal open space; allotments and an

attenuation pond (SPNP Policy 2 - II a to c). Vehicular access was proposed from the A259 via Alfrey Close. WSCC Highways did not consider a second access from the A259 via the Gosden Green development (now known as Parham Place) was necessary (as shown in the SPNP concept plan E). Therefore it was not included in the planning application. However, the developer and landowner recognised the aspiration set out in the SPNP for a new road west of the development eventually bridging the railway line. They committed, by means of a legal agreement, to transferring the land required for this project to the Parish Council for a minimal sum so it could be built at a future date should the need and funding be found. (SPNP Transport Proposal 3). Detailed proposals for the site were awaited.

III Gosden Green, Southbourne : 25 dwellings (now known as Parham Place : 20 dwellings)

20 dwellings were approved, five less than shown in the SPNP, due to the need to provide sufficient space for a potential through road, the Green Ring and an attenuation pond. Construction was mainly completed early in 2017. The Public Art contribution made by the developer was used with the agreement of the District and Parish Councils to provide several features on this first new section of the Green Ring. A story teller's chair and benches were installed for use by the public, especially children, and a purpose designed arch was commissioned from Alex Smith (Chalkpit Forge, Amberly) to mark the entry to the Green Ring. The development complied with the SPNP (Policy 2 - III). Native species have been planted to supplement the existing hedgerows and financial contributions to local infrastructure have been made under a legal agreement.

IV Nutbourne West: 50 dwellings (now known as Nellies Field : 55 dwellings)

A fully detailed planning application for 55 dwellings was submitted in November 2016 following a meeting between the developer, District Council officers and representatives of the Parish Council. It includes a vehicular access from the A259; a landscape buffer around its boundaries; car parking spaces for some existing properties fronting Main Road; informal open space; footpaths around the site and allotments (SPNP Policy 2 - IV).

The Parish Council, when including this site in the SPNP, recognised the existing flooding problems experienced elsewhere in Nutbourne and undertook to discuss possible solutions and their financing with the relevant bodies. These issues were raised with the developer. In addition, the Parish Council applied for and secured a grant under the WSCC Watershed Scheme to fund investigations and this is underway.

Policy 3 : The Green Ring

The proposed start of the Green Ring at Parham Place has been implemented. Other sections are included in the development proposals for Priors Orchard, and the Land North of Alfrey Close (as set out earlier in this report).

Policy 6 : Village Centre and local Shops

A new Co-Operative store was completed and opened on the site of the former Southbourne Garage. The old Co-Operative building remained empty but there has been no indication of the owner's proposals.

Policy 7 : Environment

The Environment Group was inaugurated in February 2016 and some of its work follows on from SPNP projects (SPNP Proposal 2 paras 5.8 and 5.9). The Group includes representatives from the Parish Council, the District Council Wildlife Officer, Tuppenny Barn, the Friends of Breach Avenue Orchard, the Mens' Shed, Connecting Southbourne, the Neighbourhood Plan Steering Group and many local volunteers.

It has implemented a number of initiatives including :-

Dog Chipping (April 2016) Free dog chipping in the Sea Scout Hut (courtesy local vet Mrs Darling) to raise awareness about the damage uncontrolled dogs can do amongst feeding and nesting birds in the Harbour.

Footpath Monitoring – undertaken by local volunteers to supplement the reduced frequency by WSCC rangers. Records are made of the need to maintain paths, repair signs and remove obstructions.

Tree planting – 1200 whips distributed and planted by volunteers and landowners including at the Parish Recreation Ground. 10 substantial flowering cherry trees funded by the Co-Op, were planted by WSCC either side of Stein Road at the northern entrance to Southbourne, and watered by the Lions – all are surviving. Maintenance/watering of an additional 10 trees planted on village verges by WSCC in 2015/16 – all have survived.

First Aid Course for Volunteers – funded by the District Council to ensure Health and Safety for volunteers is compliant.

Litter picking – (April, June, November 2016) Parish wide and undertaken by volunteers with equipment supplied by the District Council

Recycling – Visit to Ford Viridor Re-cycling Plant to see what can be recycled from household waste and how it is sorted. The information gained will help increase the level of recycled material recovered and reduce contaminated loads.

Courses – including hedge laying and butterfly recognition (based on Tuppenny Barn), attended by Environment Group members.

Policy 8 : Education

Contributions towards the provision of education within West Sussex are being made by the developers at Parham Place and Priors Orchard in accordance with legal agreements. These funds will be within the control of WSCC which will allocate spending as and when local need arises.

Policy 9 : Community Buildings

Discussions continued with the landlord, West Sussex County Council, about the future of the existing Age Concern building in New Road and possible alternative sites. A substantial contribution from developers' 106 Agreements has been earmarked for this project. Funds have also been committed towards the provision of a new all-weather pitch within the Parish.

PROPOSALS

Proposal 2 : Financial Contributions from Development

As at 31 March 2017 it is estimated that the developments at Gosden Green and Loveders are due to contribute a total of some £1.5 million pounds towards local infrastructure. The payments start to be made when the developments reach the stages set out in the Section 106 Legal Agreements.

A list of proposed infrastructure projects has been passed by the Parish Council to the District Council for inclusion in the District Infrastructure Business Plan. These projects will be eligible for funding from the new system of infrastructure contributions to be made under the Community Infrastructure Levy (CIL) which is replacing the system of Section 106 Legal Agreements. The Parish Council will receive 25% of developers' CIL payments, and will be empowered to allocate these funds in accordance with the list.

22 November 2017

8. Wisborough Green Neighbourhood Plan

WISBOROUGH GREEN PARISH COUNCIL

NEIGHBOURHOOD PLAN MONITORING REPORT – NOVEMBER 2017

Wisborough Green's Neighbourhood Plan was 'made' by the South Downs National Park Authority on 9th June 2016 and Chichester District Council on 19th July 2016.

General

1. The Neighbourhood Plan (NP), in conjunction with the Village Design guide produced as supporting evidence, is now proving to be a useful working document for both the Parish Council and developers. Positive comments have also been received from local residents who welcomed the detail in the Plan and gained knowledge about their Parish! The consultation process for the Plan also provided valuable feedback for the completion of a Community Action Plan which has helped inform both the Chichester District Council (CDC) Infrastructure Business Plan as well as the Parish Council's own 5-year objectives.
2. The Parish Council has been pleased to see reference to NP policies in both CDC decision statements as well as Planning Inspectors' Appeal Decisions.
3. In terms of the development sites identified in the NP, one site for 10 residential caravans has been delivered and the properties being marketed. Two major sites for 47 dwellings have made substantial design and approval progress, with at least one site intended for delivery during 2018. There is no evidence to suggest that the allocated sites should not be sufficient for NP delivery of housing numbers, and as such there is no need to consider additional locations at this time.
4. The examiner removed a policy relating to off-road parking within a development. It is felt by the Parish Council that West Sussex County Council guidance is inadequate in a rural village, particularly where all parking must be contained within the site. This is relevant for all sites identified within the NP, for example, Land South of Meadowbank where no parking is possible outside the site on the A272. There are a number of examples locally where parking provision in a new development has been inadequate, resulting in on pavement parking and congestion, potentially restricting access for emergency vehicles. The examiner stated that "Policy DS4 (Provision of Off-Road Parking for New Developments) seeks to impose a local parking standard for the Neighbourhood Plan area. I found Policy DS4 to be poorly drafted for a number of reasons. It is not clear if it applies to residential development only or all development and, if it applies to all development, it is not clear what standards are required for other types of use. Car parking provision will be controlled in any event by Policy 39 in the Adopted Chichester Local Plan: Key Policies 2014-2019. In my opinion Policy DS4 does not meet the test of paragraph 17 of the NPPF in that it does not provide a framework

for decision making with a high degree of predictability and efficiency. I therefore recommend that Policy DS4 be deleted in its entirety.”

In recent communication received from the developer in relation to Land South of Meadowbank it stated “After our meeting we did have the opportunity of amending the layout to provide more parking spaces as requested by the PC although the number of added spaces was controlled carefully by the LPA.” This perhaps demonstrates that a NP policy to address specific local need is desirable, especially in this situation where the developer’s cooperation appears to have been constrained by the LPA.

General Policies

1. Policy OA2: Spatial Strategy and Policy OA3: Settlement Boundary - Having a NP in place has provided guidance and ensured a consistent approach to the decision process. An application for a new dwelling outside the Settlement Boundary and in an identified local gap was refused on Appeal. The Parish Council has objected to the outline proposal for 30 extra-care units and community buildings on green fields in Kirdford Road (Stable Field) and conversion of a commercial equestrian barn to 3 dwellings (Old Helyers Farm). Both applications were refused by CDC and are being appealed.
2. Policy CD1: Retention of Assets of Community Value – the importance of the village shop is acknowledged and it has now been registered with CDC.
3. Policy HO1: Housing Need – at the request of the examiner, this policy was re-drafted in discussion with CDC and was subject to challenge for Land South of Meadowbank when an application to seek an alternative mix of accommodation was submitted. The CDC Planning Committee agreed that there was ambiguity over the 4+ bed description in the application and therefore permitted the change to 4 bed only; the application was subsequently withdrawn.
4. Policy DS2: Vernacular for New Developments – there was little regard to this policy in the first reserve matters application for Land South of Meadowbank. This policy is important to provide guidance to all developers and the Parish Council is now pleased to see that this has been acknowledged by the Winterfold site developer.
5. Policy IN3: Street Lighting – being on the edge of the South Downs National Park, the Parish Council is keen to support its dark skies policy. The Parish Council is discouraging the use of additional inappropriate lighting, on both residential and commercial premises, to enhance the dark skies policy ambition. Although this policy relates to new developments, it is felt that the policy could be renamed ‘Dark Skies’ and additional policy wording added to support dark skies across the Parish generally, as included in the justification text.
6. Policy IN4: Renewable Energy Schemes – The Parish Council is keen to promote renewable energy and as such, has highlighted to developers, in particular, solar energy on appropriate roofs.

Site Specific Policies

1. Land South of Meadowbank, Petworth Road (SS1): The outline planning permission was permitted prior to the publication of the Plan although preparation of the Plan was at an advanced stage. Despite the Parish Council and local residents raising objections to the site, specifically relating to traffic concerns and the pedestrian route into the village, it was permitted by the CDC Planning Committee in March 2015. The site was sold on and a Reserve Matters application submitted in June 2016 without any prior consultation with the Parish Council. The Parish Council raised a number of objections as little regard had been taken of the design policies within the NP or Village Design Guide. Negotiations occurred with CDC Planning Officers, with involvement by the Parish Council only at the latter stage; the application was permitted in October 2017. The Parish Council hopes to continue productive dialogue with the developers to ensure that the final design details are in keeping with Wisborough Green.
2. Greenways Nursery, Kirdford Road (SS2): Both the Parish Council and CDC objected to the development of 10 residential caravans and additional hard standing on a disused nursery site. This site was the subject of a public enquiry in November 2014, prior to the NP being at a stage to carry any weight. The appeal was allowed and the site therefore included in the NP. This site is outside the Settlement Boundary and contrary to many policies now within the NP. As at October 2017, only one residential caravan has been built and it is felt in the village that the appearance, and the provision of a gated residential caravan site for the over 45s, is totally out of keeping and detrimental to the rural area.
3. Clarks Yard, Billingshurst Road (SS3): As far as the Parish Council is aware, there has been no progress with this site.
4. Winterfold, Durbans Road (SS4): The Parish Council has had positive discussions with the developers. Outline consent was granted in March 2016 and a reserve matters application is anticipated late 2017. The Parish Council's housing association partner, Greenoak Housing Association, has been involved in discussions to ensure that the affordable housing element meets their standards.

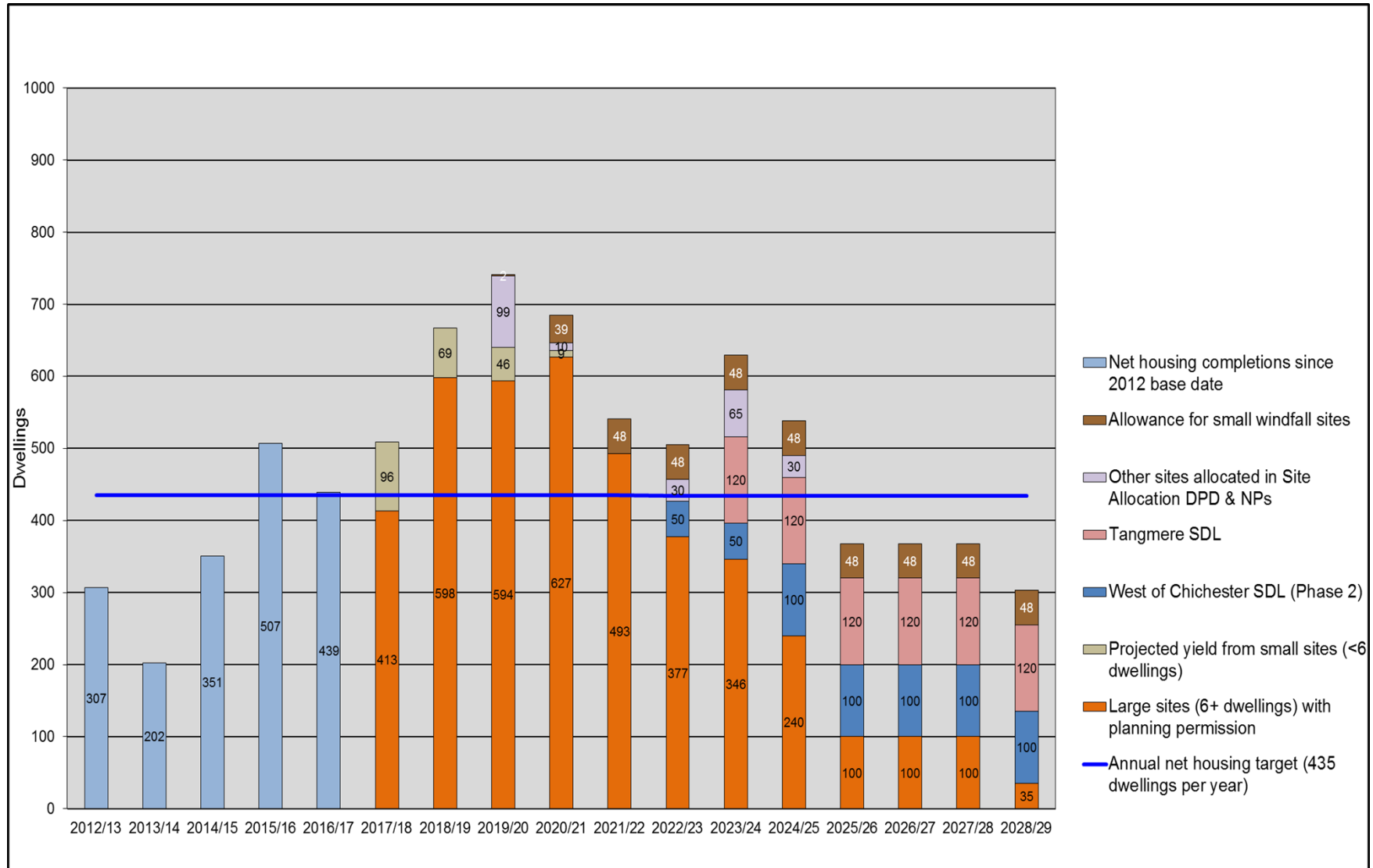
Approved for submission to CDC

Wisborough Green Parish Council Meeting – 21st November 2017

Appendix 2 – Indicative Housing Delivery and Phasing 2012-2029

| | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2012-19 | 2019-29 | 2012-29 |
|---|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|
| Local Plan Area net housing requirement | | | | | | | | | | | | | | | | | | | | |
| Annual net housing target | 435 | 435 | 435 | 435 | 435 | 435 | 435 | 435 | 435 | 435 | 434 | 434 | 434 | 434 | 434 | 434 | 434 | 3045 | 4343 | 7388 |
| Cumulative net housing requirement | 435 | 870 | 1305 | 1740 | 2175 | 2610 | 3045 | 3480 | 3915 | 4350 | 4784 | 5218 | 5652 | 6086 | 6520 | 6954 | 7388 | | | |
| Local Plan Housing Provision | | | | | | | | | | | | | | | | | | | | |
| Existing Housing Provision | | | | | | | | | | | | | | | | | | | | |
| Net housing completions since 2012 base date | 307 | 202 | 351 | 507 | 439 | | | | | | | | | | | | | 1806 | 0 | 1806 |
| Large sites (6+ dwellings) with planning permission | | | | | | 413 | 598 | 594 | 627 | 493 | 377 | 346 | 240 | 100 | 100 | 100 | 35 | 1011 | 3012 | 4023 |
| Projected yield from small sites (<6 dwellings) | | | | | | 96 | 69 | 46 | 9 | | | | | | | | | 165 | 55 | 220 |
| Sites allocated in Local Plan & neighbourhood plans | | | | | | 0 | 99 | 10 | 0 | 80 | 235 | 250 | 220 | 220 | 220 | 220 | | 0 | 1554 | 1554 |
| comprising: | | | | | | | | | | | | | | | | | | | | |
| West of Chichester SDL (Phase 2) | | | | | | | | | | 50 | 50 | 100 | 100 | 100 | 100 | 100 | | 0 | 600 | 600 |
| Tangmere SDL | | | | | | | | | | | 120 | 120 | 120 | 120 | 120 | 120 | | 0 | 720 | 720 |
| Other sites allocated in Site Allocation DPD & NPs | | | | | | | 99 | 10 | | 30 | 65 | 30 | | | | | | 0 | 234 | 234 |
| Other identified sites within settlement boundaries | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Allowance for small windfall sites | | | | | | | | 2 | 39 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 48 | 0 | 425 | 425 |
| Total Projected Housing Supply | | | | | | 509 | 667 | 741 | 685 | 541 | 505 | 629 | 538 | 368 | 368 | 368 | 303 | 1176 | 5046 | 6222 |
| Total Net Housing Delivery | 307 | 202 | 351 | 507 | 439 | 509 | 667 | 741 | 685 | 541 | 505 | 629 | 538 | 368 | 368 | 368 | 303 | 2982 | 5046 | 8028 |
| Housing Supply Position | | | | | | | | | | | | | | | | | | | | |
| Cumulative net completions | 307 | 509 | 860 | 1367 | 1806 | 2315 | 2982 | 3723 | 4408 | 4949 | 5454 | 6083 | 6621 | 6989 | 7357 | 7725 | 8028 | | | |
| Monitoring position above/below housing requirement | -128 | -361 | -445 | -373 | -369 | -295 | -63 | 243 | 493 | 599 | 670 | 865 | 969 | 903 | 837 | 771 | 640 | | | |
| Five Year Housing Land Supply | | | | | | | | | | | | | | | | | | | | |
| Adjusted five year housing requirement (+ buffer) | 2764 | 3043 | 3144 | 3058 | 3053 | 2963 | 2683 | 2315 | 2014 | 1885 | 1800 | 1566 | | | | | | | | |
| Projected five year housing supply | 2008 | 2473 | 2863 | 3041 | 3143 | 3139 | 3101 | 2898 | 2581 | 2408 | 2271 | 1945 | | | | | | | | |
| Five Year Housing Surplus/Shortfall | -756 | -570 | -281 | -17 | 90 | 176 | 418 | 583 | 567 | 523 | 471 | 379 | | | | | | | | |

Appendix 3 - Housing Trajectory 2012-2029



Chichester District Council

Section 106 and CIL Protocol

This protocol does not apply to the South Downs National Park. From 1 April 2011 the South Downs National Park Authority (SDNPA) became the planning authority for the designated area which falls within Chichester District. The role of the SDNPA as a planning authority and how it interacts with the council is described in the SDNPA Section 106 Protocol. This document applies to both historic S106 agreements that have been previously agreed and are currently being monitored and new S106 agreements that have come into effect since the Council implemented the Community Infrastructure Levy (CIL) on 1 February 2016.

The SDNPA introduced its own CIL on 1 April 2017. The Chichester CIL and spending plan is for the area covered by the Chichester Local Plan, which does not cover the part of the district that is within the South Downs National Park.

Aim

The aim of this protocol is to ensure a consistent and co-ordinated approach to the negotiation of Section 106 (S106) agreements and implementation of both S106 and CIL (which is non-negotiable) to ensure the effective use of financial contributions and to demonstrate transparency and accountability by robust monitoring.

This protocol is based on the following principles (please note that the first bullet point below does not apply to the CIL as it is a non-negotiable tariff):

- Negotiating S106 agreements that meet requirements for infrastructure
- Ensuring all parties are fully informed and consulted throughout the implementation and monitoring process
- There are clear procedures for allocating sums and receiving formal approval
- There are clear procedures and responsibilities for discharging agreements
- There is regular monitoring and reporting on progress
- There is clear and publicly accessible information on outcomes
- The council's members are kept updated with progress and developments in their wards.

Community Infrastructure Levy (CIL)

The Community Infrastructure Levy (CIL) regulations allow local planning authorities to raise funds from developers to help provide infrastructure to support the cumulative growth of the area such as new school places, medical centres, local road, pedestrian and cycle improvements; as well as libraries, parks and leisure centres based on a set 'charging schedule'. The funds raised will be used by Chichester District Council, in conjunction with service and key infrastructure commissioners to deliver infrastructure improvements across the Local Plan area.

Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) restricts the use of planning obligations for infrastructure that will be funded by CIL. Infrastructure types or projects listed in the Regulation 123 list will not be secured through planning obligations.

Negotiating S106 agreements

1. Under section 106 of the Town and Country Planning Act 1990, any person interested in land in the area of a local planning authority may, by agreement or unilaterally, enter into an obligation (commonly known as a S106 planning obligation):
 - (a) restricting the development or use of land in any specified way
 - (b) requiring specified operations or activities to be carried out on the land
 - (c) requiring the land to be used in any specific way
 - (d) requiring a sum or sums to be paid to the local planning authority for an agreed purpose.
2. Planning permissions can therefore be subject to planning conditions and planning obligations enabling proposals to be permitted which might otherwise be refused. The Chichester Community Infrastructure Levy (CIL) Charging Schedule took effect on 1 February 2016. This has replaced many S106 Obligations. However, agreements entered into prior to this date, as well as any subsequent agreements will continue to be monitored in accordance with this Protocol. Paragraphs 33-35 below provide more information on CIL.
3. Since planning obligations may involve developers making financial and/or non-financial contributions to the council, it is essential that such arrangements are operated in a way which is seen to be fair, open and reasonable in order to retain public confidence in the fundamental principle that planning permission cannot be bought or sold.
4. Government policy, as set out in the National Planning Policy Framework (NPPF), requires planning obligations to meet five tests. They must be:
 - necessary
 - relevant to planning
 - directly related to the proposed development
 - fairly and reasonably related in scale and kind to the proposed development
 - reasonable in all other respects
5. A vital test of planning obligations is therefore that they must be necessary to make a proposal acceptable in land-use planning terms. They should not be sought where a connection does not exist between the development and the obligation or is too remote.
6. If a planning obligation is considered essential to render a proposed development acceptable in planning terms and an applicant is unwilling to enter into that obligation then the planning application is likely to be recommended for refusal.
7. Planning obligations should not duplicate planning conditions. If a planning authority has a choice between overcoming a potential reason for refusing

planning permission by entering into a planning obligation with an applicant or imposing conditions, then conditions are preferred.

8. Planning obligations may relate to any matter, provided they satisfy the government's five tests, as described above. In some cases the developer signing the obligation agrees directly to provide certain facilities or to refrain from certain activities.
9. The Community Infrastructure Levy (CIL) Regulation 123 list; and the Planning Obligations and Affordable Housing SPD provide guidance about what will continue to be sought from S106 obligations.
10. It is important that the negotiation of planning obligations does not unnecessarily delay the planning process, thereby holding up development. It is therefore essential that all parties proceed as quickly as possible towards the resolution of obligations in parallel to planning applications (including through pre-application discussions where appropriate) and in a spirit of early warning and co-operation, with deadlines and working practices agreed in advance as far as possible.
11. The Council will advise applicants as early as possible if a planning obligation is required in connection with their development proposal as well as the reasons for this. In addition, applicants for planning permission will be informed as soon as possible if it is likely that there is a potential reason for refusal, which could be overcome through a planning obligation.
12. Where it is clearly an expectation in a development plan policy, identified in pre-application discussion, by reference to this protocol, or through a proposed Planning Performance Agreement, applicants for relevant proposals will be expected to provide heads of terms of the S106 agreement as part of the planning application. For example in respect of most major open market housing developments developers will be aware that there will be an expectation that a percentage of the housing should be affordable and that this will be provided, controlled and managed through a S106 planning obligation.
13. In all cases, the scale of a necessary obligation or financial payment will be directly related to the level of mitigation required to reduce the impact of the development to an acceptable degree. The agreement will normally entail payment of a contribution subject to appropriate trigger points.
14. The need for and calculation of financial contributions will be applied consistently in accordance with the Council's adopted Planning Obligations and Affordable Housing Supplementary Planning Document (SPD). Where any variance is sought by an applicant, this would normally only be justifiable in cases where there are substantial exceptional costs involved in the development, such as remediation of heavily contaminated sites. In such cases the developer will be asked to provide independently verifiable financial evidence that the required financial contributions will make the scheme unviable if he is looking to challenge the proposed level of contribution particularly where that level is set out in policy.
15. Where an application has been approved subject to a planning obligation being signed, the planning permission will be issued once all parties have signed the agreement.

16. The Head of Planning Services has powers to make reasonable formal amendments or variations to completed S106 obligations where circumstances have changed in the intervening period and/or where required by a subsequent decision of the Council in respect of a new planning application for the site.
17. The South Downs National Park Authority (SDNPA) is the planning authority for the designated area which falls within Chichester District. The role of the National Park as a Planning Authority and how it interacts with the council is described in the SDNPA S106 Protocol.

Implementation and monitoring

18. Once planning obligations and CIL spending priorities (as set out in the Infrastructure Business Plan (IBP)) have been agreed it is important that they are implemented, monitored and, where necessary, enforced in an efficient and transparent way. This is to ensure that financial contributions are spent on their intended purpose or that non-financial obligations have been met, and that the associated development contributes to the sustainability of the area. This requires joint working across different parts of the council, and with key infrastructure commissioners as financial contributions may need to be spent by separate departments, infrastructure commissioners, or may need to be implemented or enforced by particular officers or teams.
19. Two dedicated posts are responsible for the monitoring and implementation of Section 106 obligations and CIL. The Planning Obligations Monitoring & Implementation Officer (POM&IO) monitors S106 agreements to ensure that the enforcement and monitoring of planning obligations is carried out efficiently and effectively for the benefit of communities affected by the development. The role of the Planning Officer (CIL and Infrastructure) is to check that the correct amount of CIL has been collected; to ensure that the correct monies are passed to the City, Town and Parish Councils and to monitor that the CIL is allocated to the infrastructure projects, and delivered in accordance with the IBP CIL Spending Plan.
20. The POM&IO maintains a central database for all S106 agreements across the council. This database is linked to the planning department's Idox system in order to retrieve and access supporting planning documents. The Council uses an IT system called Exacom to assist with the monitoring of both CIL and S106 obligations.
21. Beneficiary departments, and key infrastructure commissioners are expected to submit regular updates on the current situation with regard to spend against each S106 agreement/CIL spending project. These updates are used to inform the regular reports to the council's Corporate Governance & Audit Committee and to Members. Updates on non-financial obligations are also included in these reports.
22. ~~Any S106 monies, and CIL receipts that have been received and have not been spent are invested in interest bearing accounts with the rest of the Council's investment portfolio in accordance with the Treasury Management Strategy until funds are required. The interest will be added to the balance each year as currently the case for S106. The money will be ring fenced for the project on which it is to be spent with respect to S106 and for infrastructure in general with respect to CIL. Any S106 monies, and CIL receipts that have been received and have not been spent are invested in interest bearing~~

accounts with the rest of the Council's investment portfolio in accordance with the Treasury Management Strategy. Unless specifically required by the S106 agreement, any interest earned from all unspent S106 monies will be held in a separate Infrastructure Reserve rather than being apportioned to individual S106 agreements. Funds held in this reserve will be ring fenced to fund infrastructure projects. The interest earned on CIL receipts will be held in a separate CIL reserve to fund infrastructure projects.

Requests to spend the funds held in the Infrastructure Reserves will be in accordance with the requirements of the Council's Financial Standing Orders.

23. Following the finalisation of a planning obligation there are a range of different activities that need to be undertaken by the S106 Planning Obligations Monitoring & Implementation Officer to different timescales, sometimes extending over a number of years. These tasks include:
 - ensuring receipt of financial contributions by developers at appropriate trigger points
 - ensuring receipt of non-financial contributions by developers at appropriate trigger points
 - initiating action for non-receipt of payments by developers or non-financial contributions by developers
 - processing receipts of payments and notifying services that are progressing the agreed projects and spend
 - ensuring that all further trigger dates are followed up and action monitored
 - preparing exception and annual reports and Ward Member reports detailing the progress of S106 spend at required intervals
24. A corporate S106 Monitoring and Liaison Group meets on a regular basis and discusses current developments and progress to agree the content of the regular reports to Corporate Governance and Audit Committee and Ward Members. This group is made up of officers from the services responsible for ensuring the implementation of the terms of the agreement, delivering the projects and ensuring the monies are spent appropriately.
25. Following a CIL liable planning application, the Planning Officer (CIL & Infrastructure) will undertake a number of actions including:
 - measuring the floor plans to ensure that the correct amount of CIL liability has been calculated;
 - ensuring that any exceptions or reliefs have been correctly calculated
 - checking that the CIL receipts have been collected in accordance with the CIL Payment by Instalments Policy
 - initiating action for non-receipt or incorrect CIL payments
 - processing receipts of CIL payments
 - taking CIL enforcement action
26. Each year the IBP and CIL spending plan is rolled forward, and the draft five year programme reported to the Growth Board, then considered by the Development Plan and Infrastructure Panel (DPIP), before being reported to the Cabinet and Council for approval.

How long does the council have to spend the financial contributions?

27. For S106, the Council will include a standard term of 10 years within its planning obligations agreements for the expenditure of financial contributions. After the expiry of this period the developer may request the payback of unspent monies if these have not been committed within the 10 year time period. Where the target date for expenditure is not written into an agreement the Council will use a notional 5 year target for monitoring purposes, based on the ability of Developers to seek to vary an agreement after 5 years.

For CIL, there is no timescale for the spending of CIL receipts, and the money does not have to be paid back to developers. The CIL should be spent on items of infrastructure identified in the IBP CIL spending plan once sufficient CIL monies have been collected.

CIL administrative costs

28. Up to 5% of CIL receipts will be used within Planning Services to fund the costs associated with monitoring, managing and collection of CIL required by the CIL regulations.

Duty to pass CIL funds to City, Town and Parish Councils

29. The District Council as CIL Charging Authority is required to pass 15% of CIL funds collected from developments within each parish, directly to the relevant City, Town or Parish Councils (capped at £100 per existing Council tax dwelling in any one year). This rises to 25% (uncapped) in areas which have an adopted Neighbourhood Plan. The funds collected in each parish will be passed to the City, Town and Parish Council twice a year, on 28 April, and 28 October.
30. The City, Town and Parish Councils are required to spend their CIL within five years of its receipt, or the District Council can request that the funds be returned, and these can be spent on any infrastructure projects within the Local Plan area.
31. The CIL Regulations state that this proportion of funds must be used *'to support the development of the local area by funding:*
(a) the provision, improvement, replacement, operation or maintenance of infrastructure; or
(b) anything else that is concerned with addressing the demands that development places on an area.'
32. This is a wider definition of how the funds may be used compared to how the District Council can use CIL funds (being restricted to funding infrastructure to support the development of the area).
33. The District Council may consider contributing funds to projects with the City, Town or Parish Councils where there are shared priorities.
34. In areas where there is not a parish council (Apuldram), the District Council will spend any CIL monies collected in this area in liaison with the Ward Member and Parish Meeting.

Summary of Process and Timetable for CIL Strategic Fund allocation

35. The annual process is commenced with an update of the Infrastructure Business Plan (IBP) and a review of the projections of the amount of CIL likely to be available for infrastructure projects.
36. Whilst the key infrastructure is identified in the Infrastructure Delivery Plan (IDP), the various Service and Infrastructure Delivery Commissioners are invited in April each year to put forward bids and programmes for the use of available CIL funds, the City, Town and Parish Councils are invited to comment on these, and to also share their CIL spending plans to ensure that projects are not duplicated, and to present a complete picture.
37. The Infrastructure Joint Officers Group meets in late April to prioritise the infrastructure projects. A draft IBP is circulated to the joint officers group to consider in May/June.
38. The draft IBP is considered by the Senior Leadership Team, the Growth Board, and DPIIP and Cabinet and Council in September, for approval that the IBP be subject to 6 weeks consultation in October/November with neighbouring Local Authorities, key infrastructure commissioners, and the City, Town and Parish Councils.
39. The draft IBP is, if necessary then modified, and a revised IBP reported to the Growth Board for consideration in December, before being considered by DPIIP in January, and for approval by Cabinet in February, and Council in March each year.

Governance arrangements

40. The relevant Head of Service, in consultation with the relevant service Cabinet Member will agree spend of S106 and CIL monies under £50,000. In the case of locally specific monies such as community facilities the nominated Ward Member will also be consulted.
41. The Cabinet, will agree spend of S106 and CIL monies of £50,000 and £100,000, following consultation with the ward member in the case of locally specific monies such as community facilities. Amounts over £100,000 will need to be approved at full Council.
42. All project lead bodies are required to submit quarterly progress reports to the CIL Officer, in start of January, April, July and October. This enables compliance with the Regulations by monitoring of expenditure and delivery of anticipated outcomes in delivering the infrastructure spending priorities as set out in the Infrastructure Business Plan (IBP) CIL Spending Plan. This information will underpin the Authority's Monitoring Report that informs others about expenditure as required.
43. CIL funds can be used as part of the costs of project procurement including professional fees, usually 10-15% of the value of any project. Funds for these works should be specified as part of project submissions.
44. In commissioning works the infrastructure providers shall be expected to apply their own financial regulations to ensure value for money and provide such evidence as may be required by the Head of Planning Services.

45. Before release of identified CIL funds to external public bodies (infrastructure commissioners) the District Council would normally require a Legal Development Agreement/Service Level Agreement once sufficient CIL money has been collected to cover the total costs of the projects to be funded in any financial year. To ensure that the money is spent on the agreed project and to the indicated timetable agreed with the District Council as Collecting Authority. CIL funds will be released in arrears either on completion of projects or in staged payments as agreed by the Head of Planning Services.
46. The Council's Corporate Governance & Audit Committee will monitor the effectiveness of this protocol and that any risks are being managed in ensuring that monies are spent in accordance with the legal agreement (in the case of S106), and Legal Development Agreement/Service Level Agreement (in the case of CIL) and within the required timescales.
47. The S106 Annual Report (incorporating reference to CIL projects as appropriate) will be prepared in June each year detailing new agreements, income and spend for the previous financial year. The report gives a full update of S106 income received and monies spent over the last year, including an update against non-financial obligations. This will also include an exception report showing those S106 monies due to expire within two years and those past their spending deadline. In addition the reports include an update on the spends and money remaining relating to WSCC and SDNP agreements.
48. The committee will also receive an exception report detailing all S106 contributions due to be spent within a two-year deadline in November/December each year.
49. Ward members will be provided with information electronically detailing new S106 agreements, income and receipts, actual and anticipated spend dates, use of monies and non-financial obligations. Reports will be provided to all members on a six monthly basis (in March and September each year) and detailed by ward, with the non-locality specific amounts e.g. affordable housing provided on a district wide basis.
50. Details of receipts and spending of S106 and CIL monies will be reported in the Council's annual Authority's Monitoring Report (AMR), which is published in December each year.

Contacts

Principal Planning Officer (Infrastructure) – Karen Dower (01243 521049)

Planning Obligations Monitoring & Implementation Officer –Simon Davies (01243 534781)

Planning Officer (CIL and Infrastructure) Beverley Bayliss (01243-534758)

Appendix 1 – Service Procedure Guide

Background documents

1 - User Guide to Planning Obligations

2 - S106 Procedural Protocol

3 - South Downs National Park S106 Protocol

4 – Planning Obligations and Affordable Housing Supplementary Planning Document

5 – CIL Charging Schedule

6 – CIL Regulation 123 list

S106 Service Procedure Guide

At the pre-application discussion stage or on receipt of an application for a new residential or commercial development, the following Service Coordinators should be consulted to establish the requirements for each of the District and County services.

Responsibilities

District Council Services

| S106 obligations | Responsible Officer | Responsible Director |
|--|-----------------------------|-----------------------------|
| Affordable/Social Housing | Linda Grange | Louise Rudziak |
| Community Buildings/ Facilities | Dave Hyland Shona Turner | Louise Rudziak |
| Leisure Facilities | Sarah Peyman | Jane Hotchkiss |
| Play Facilities | Sarah Peyman | Jane Hotchkiss |
| Public open space | Sarah Peyman | Jane Hotchkiss |
| Public Art | Shona Turner | Andrew Frost |
| Park and Ride | Tania Murphy | JaneHotchkiss |
| CCTV | Tania Murphy | Jane Hotchkiss |
| Measures to safeguard the environment | Alison Stevens | Andrew Frost |
| Coastal path and access for coast protection and sea defence works | Alison Stevens | Andrew Frost |

The Environment Director will be the responsible Director for all S106 agreements. However when S106 monies are received then the Directors of those services or beneficiary departments will become responsible for ensuring spend occurs within the appropriate timescales. Any matter which is not satisfactorily resolved by the Responsible Officer will be escalated to the Responsible Director for action where necessary.

County Council Services

| | |
|---|--|
| Highways and transport | Elaine Munns - Team Manager: Strategic Planning Division, Residents and Environmental Services |
| Education, Library Services, Fire & Rescue and Civic Amenity Services | Elaine Munns - Team Manager: Strategic Planning Division, Residents and Environmental Services |

Service Procedure Guide

| Procedure | Responsibilities |
|---|---|
| New S106 Agreement completed | Legal to send agreement to planning case officer to issue the planning permission. S106 officer will send it to beneficiary departments, notifying of relevant provisions, allocations and spending requirements. S106 Officer to notify District Councillors, Parish Councils and South Downs National Park (SDNP) if appropriate. S106 Officer to enter details from agreement onto S106 database with trigger dates. |
| Monitoring trigger dates to secure receipts | S106 Officer to follow diary trigger dates and monitor progress on reaching trigger points when payment due. Enter and update information on S106 database. Once trigger achieved, write to developer with invoice for contribution due, having confirmed figures with Finance. |
| Chase contribution if overdue | If payment not received, S106 Officer to remind developer of obligation. If payment still not received, pass matter to Planning Enforcement to initiate enforcement action for non-compliance/ breach. |
| Receipt of monies | S106 Officer to monitor receipt of payments through the BACS system or to pay cheque in and update the S106 database with receipt. S106 Officer to notify beneficiary departments and District Councillors. S106 Officer to ensure contribution made to SDNP in relation to national park application. |
| Responsibility for expenditure | Beneficiary departments to identify appropriate projects on consultation with parishes/community groups if not previously agreed; to follow agreed scheme of delegation for agreement of spend; to notify relevant Parish Council and/or community group once contribution received; to notify SDNP of intended works; and to notify S106 Officer of progress and ultimate completion of the works. |
| Control of service infrastructure reserves | Service accountants to advise service provider of balance on each 'earmarked' reserve. |

Service Procedure Guide for CIL

| | |
|-----------------------|---|
| <p>Stage 1</p> | <p>When submitting a planning application for new residential or retail development the CIL Additional Information Requirement Form should also be included. This will enable the council to determine whether the proposal is liable to pay CIL and calculate the CIL liability. When planning permission is granted the decision notice will indicate if the development is liable to pay CIL.</p> <p>Submit Form 1 - Assumption of Liability Notice if the person or organisation that will pay the CIL liability is known at the point the planning application is to be submitted.</p> |
| <p>Stage 2</p> | <p>A Liability Notice will be issued by the council as soon as is practicable after planning permission is granted</p> |
| <p>Stage 3</p> | <p>Before the commencement of the CIL liable development, the following forms need to be submitted to the council:</p> <ul style="list-style-type: none"> • The person or organisation who intends to pay the CIL liability will need to submit Form 1 – Assumption of Liability Notice (if not already done when the original application was submitted as advised in Stage 1) • If the development is eligible for relief or exemption from CIL, the applicant will need to complete Form 2 – Claiming Exemption or Relief and potentially form 7/8/9 • Following submission of Form 1, the applicant is then required to submit Form 6 – Commencement Notice. Form 6 will notify the council when the chargeable development is to be commenced to allow the collection of the CIL payment. Form 6 must be submitted before the chargeable development commences and in addition to any notice regarding Building Regulations. |
| <p>Stage 4</p> | <p>Following receipt of a valid Form 6 Commencement Notice, the council will then issue a Demand Notice to the person who has assumed liability to pay CIL. The Demand Notice will set out the precise details of the amount of CIL payable and payment options (including where CIL can be paid in instalments in accordance with the council's Instalment Policy).</p> |
| | <p>It is also the responsibility of the applicant to notify the council if there is a change in the party liable to pay CIL which can be done through submitting Form</p> |

| | |
|--|--|
| | 3 – Withdrawal of Assumption of Liability or Form 4 – Transfer of Liability as applicable |
|--|--|

REPORT

Selsey Haven - Key Issues Study

Client: Chichester District Council

Reference: WATPB3800R001F0.1

Revision: 0.1/Final

Date: 10/01/2018

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Document title: Selsey Haven - Key Issues Study

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Author(s): Thomas Green, David Brew and Alexander Lee

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Checked by: Alexander Lee

Date / initials: 10.01.2018 / AL

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Project related



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Appendices

- Appendix A – Preliminary Consultation Report
- Appendix B – Consultation Documents
- Appendix C – Consultation Feedback
- Appendix D – Preliminary Business Case
- Appendix E – Ground Condition Sketches
- Appendix F – Revised Concept Design
- Appendix G – Revised Layout Consultation Feedback

1 Introduction

1.1 Project background

A partnership between Selsey Fishermen's Association, Selsey Town Council and Chichester District Council are investigating the feasibility of constructing a small haven along East Beach Green, Selsey, West Sussex, Figure 1-1.

In 2015 to 2016 preliminary consultation was undertaken to explore the technical and environmental issues that may have an impact on gaining planning permission and associated licences and consents necessary to build the small haven. Three initial concept options were presented during this consultation as a framework for discussion. These options were explored with the regulators and key stakeholders during a technical workshop held on the 3rd December 2015. Representation was made by the following:

- Environment Agency
- Natural England
- Chichester District Council Planning Department
- Chichester District Council Coastal Engineer
- Arun District Council Coastal Engineer
- Crown Estate
- Marine Management Organisation
- Selsey Fishermen's Association
- Selsey Town Council
- Manhood Peninsula Partnership
- Coastal West Sussex Partnership.

Following the workshop a preliminary consultation report was produced summarising the outcomes of the workshop. A copy of the report can be found in the following website link and within Appendix A.

(http://peninsulapartnership.org.uk/abd/wp-content/uploads/2016/03/Selsey-Haven_FINAL.pdf)

Out of all the topics considered impacts on the local coastal processes, and in particular sediment transport, were found to be the more critical, along with the function and operation of the haven.

1.2 Aims of the Key Issues Feasibility Study report

As a follow on from the preliminary consultation Royal HaskoningDHV were commissioned in March 2017 by Chichester District Council, who are working in partnership with Selsey Fishermen's Association and Selsey Town Council, to undertake a study of 'key issues' to provide further information and obtain updated feedback from key regulators and stakeholders. The following key issues were investigated:

- A review of the available bathymetric data.
- A review of the available data on sediment transport.
- A review of the location, orientation, configuration and nature of the haven entrance.
- A review of the feasibility and acceptability of regular beach by-passing.
- A review of the ground conditions.
- A review of the feasibility and acceptability of constructing the haven close to a residential area.
- The preparation of a preliminary business case for the development, construction and operation of the haven.

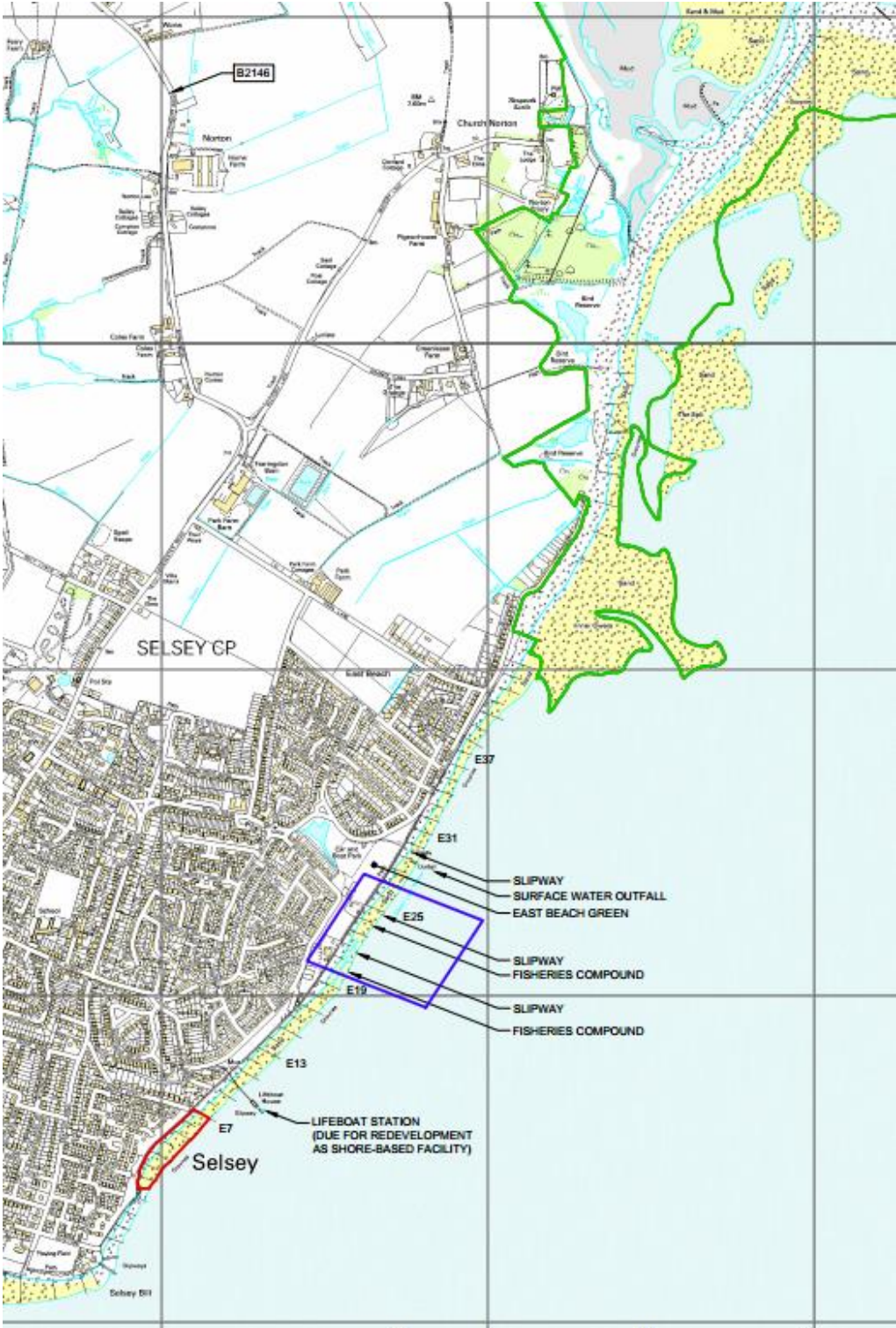


Figure 1-1: Study area

1.3 Report structure

The report is structured as follows:

- Section 2 – Updated concept design
- Section 3 – Consultation
- Section 4 – Preliminary business case
- Section 5 – Revised concept design
- Section 6 – Conclusion and recommendations
- Section 7 – References

2 Updated concept design for consultation

2.1 Introduction

As described in Section 1.1 a concept design of the haven was developed in the previous phase of the project. This is described in further detail in Section 2.2, below. Further assessment of ground conditions, bathymetric data, coastal processes, as well as the location and orientation of the haven has now been completed and the outcome of these assessments are presented from Section 2.3 to Section 2.6. These assessments have fed into an updated concept design for consultation, which is presented in Section 2.7.

2.2 Summary of design development undertaken during the preliminary consultation phase

Three conceptual ideas were presented during the preliminary consultation in 2015 to 2016 which provided a framework for identifying and discussing key issues and assessing their potential impacts, particularly with regards to obtaining the required approvals, licences and consents. The options also provided a basis for assessing the function and operation of the haven, its construction and maintenance.

None of the options were intended to represent a final design but between them they provided a broad basis for evaluation and comparison. Their purpose was to convey the main principles involved with each option. It was intended that later stages of the project would develop outline designs which would give closer attention to positioning, configurations and form of construction.

All three options were located along East Beach Green and their positions coincided with two fisheries compounds and deeper water in the nearshore zone.

The three options are summarised below and illustrated in Figure 2-1 to Figure 2-3.

- Option 1: This option straddles the land and foreshore in respect of its cross-shore location. Its working principle is to remain within the influence of the groyne field and not encroach any further seaward of low water, with the intention of restricting its additional impact on the natural coastal processes.
- Option 2: This option straddles the foreshore and nearshore in respect of its cross-shore location. Its working principle is to represent a 'classic' artificial haven on an open coastline.
- Option 3: This option is entirely situated within the nearshore zone in respect of its cross-shore location. Its working principle is to allow the longshore inter-tidal sediment transport to continue unhindered.

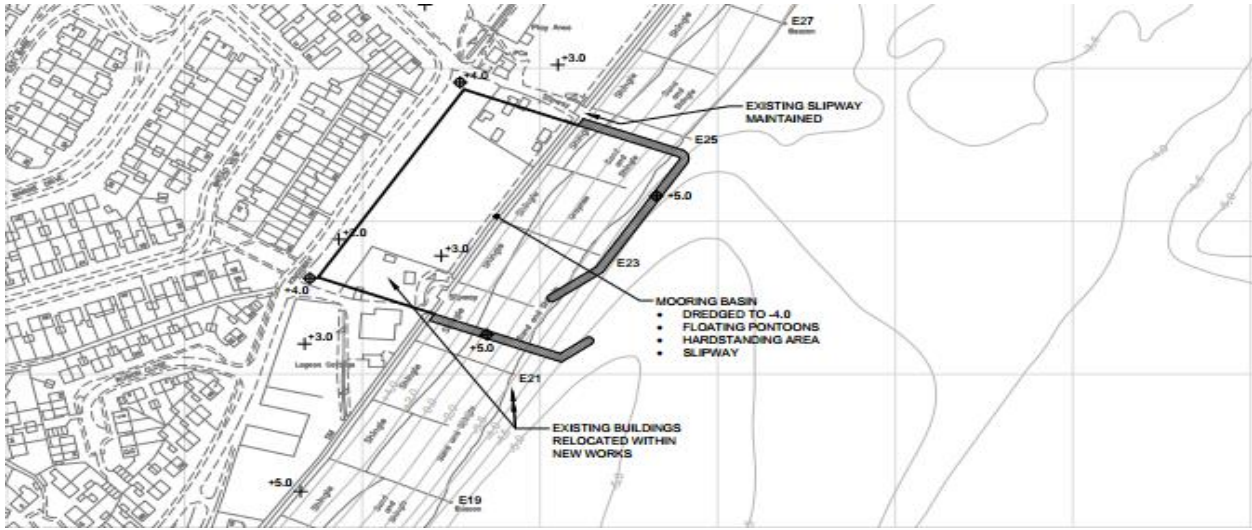


Figure 2-1: Previous concept option no. 1

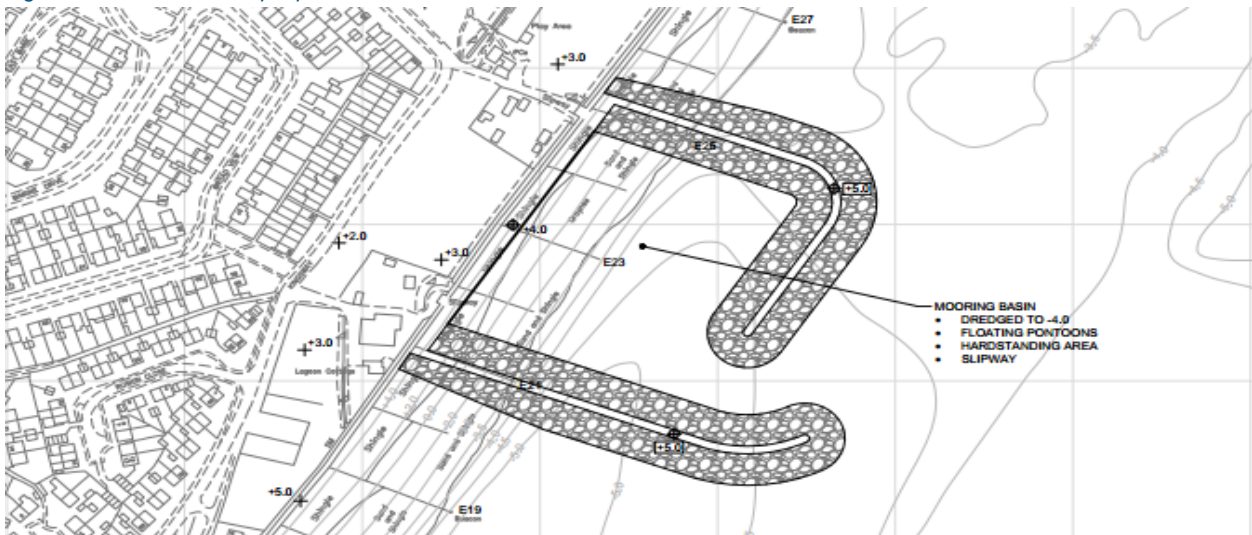


Figure 2-2: Previous concept option no. 2

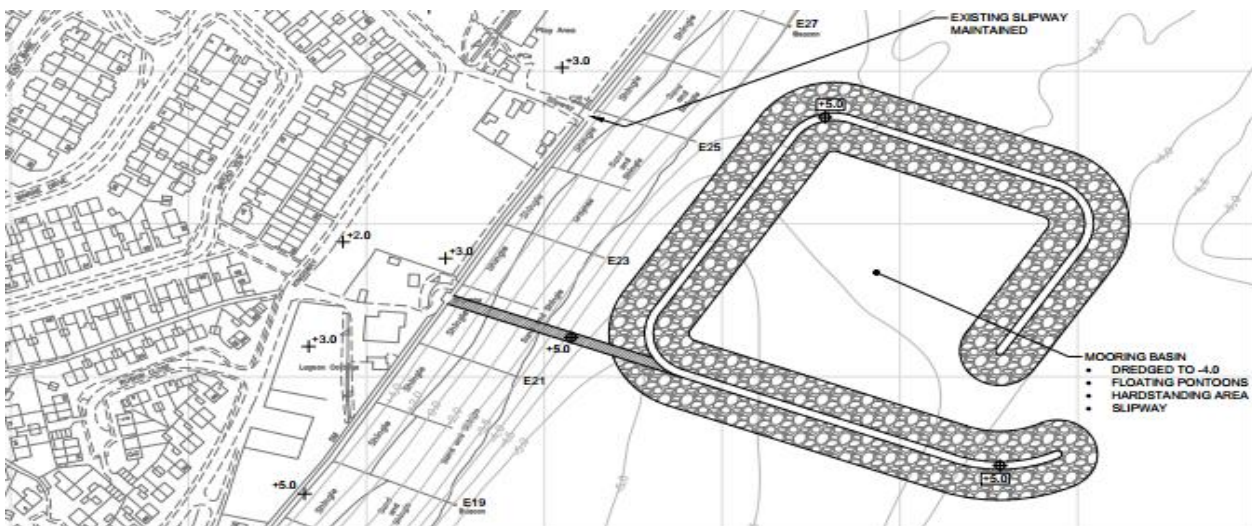


Figure 2-3: Previous concept option no. 3

The main conclusions from the preliminary consultation were as follows:

- Sediment transport is by far the most critical issue particularly in respect of obtaining the necessary permissions and licences for the haven.
- Option 1 was considered the most favourable because it has the lowest impact of coastal process and sediment transport. Noting that this option would need refinement.
- With Option 1 it would still be necessary to undertake regular beach bypassing to maintain existing sediment transport along East Beach.
- With Option 1 there could be significant impacts on the adjacent properties and these impacts need to be examined more closely.
- Option 1 minimised the amount of encroachment onto East Beach Green.
- The haven entrance would need to be looked at more closely to ensure maximum accessibility under a range of operating conditions.

For this reason, option 1 was identified as the most favourable option because it had the lowest potential impact on sediment transport and coastal processes whilst providing a balance in terms of land encroachment.

2.3 Review of ground conditions

2.3.1 Ground conditions geotechnical desk study

2.3.1.1 Introduction

A geotechnical desk study was undertaken to identify what geotechnical / geological data is available along with a look at the Environment Agency's 'What's in my back yard' website.

2.3.1.2 Available information

The following information was used in the study:

- Solid and Drift Geology, 1:50,000 Series, England and Wales – Sheet 332, Bognor (British Geological Survey, 1974).
- BGS geology viewer available on the BGS website
- (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>, accessed 22/05/17).
- Borehole Logs obtained from the BGS GeoIndex website (British Geological Society <http://mapapps2.bgs.ac.uk/geoindex/home.html>, accessed 22/05/17).
- "What's in my backyard" website (Environment Agency, <http://apps.environment-agency.gov.uk/wiyby/>, accessed 22/05/2017).
- Selsey Haven – Key Technical Issues Consultation Report – 2017.
- UXO Hazard Map for Selsey (ZeticaUXO, 2017).
- Site Plan – drawing PB3800/0002.

2.3.1.3 Geology

The information in the following paragraphs has been extracted from the BGS 1:50,000 scale mapping sheet 332 (Bognor) and the BGS geology viewer.

Superficial geology

Generally the geological map and viewer indicates the superficial deposits beneath the haven site comprise of the following:

- **Alluvium:** The Selsey Haven site appears to be in the location of an old river channel and as due to this estuarine alluvium could be present across the whole site or just part of it. The alluvium is likely to be found beneath any made ground/topsoil, or at ground surface across and could comprise sands, silts and clay.
- **River Terrace Deposits:** The river terrace deposits indicated on the geology map and viewer are again present due to the old river channel mentioned above. According to the map and viewer they again consist of sands, silts and clay and so are very similar to the alluvium and it is possible it is the same formation.
- **Raised Marine Deposits:** The raised marine deposits shown on the map are localised to the Selsey Haven site only and consists of gravels, sand, silts and clay, again very similar to the alluvium and river terrace deposits so it is possible that they are all the same strata with different designations.

2.3.1.4 Solid geology

Generally, the geological map and viewer indicates the solid geology beneath and within close proximity to the site to comprise the Bracklesham Group Lithology from the Eocene Epoch. The Bracklesham Group is made up of several sub groups up to 140m thick and three of these could be present directly below the superficial deposits below the Selsey Haven site. The three units running from north to south are as follows:

- **Earnley Sand Formation:** Consists of Sand, Silt and Clay forming the sedimentary bedrock that was formed approximately 40 to 49 million years ago, in the Palaeogene Period. Local environment previously dominated by shallow seas during deposition. The deposit is generally 22-25m thick and overlies the Wittering Formation, which is also part of the Bracklesham Group.
- **Marsh Farm:** Consists of Clay, Silt and Sand forming the sedimentary bedrock formed approximately 40 to 49 million years ago in the Palaeogene Period. Local environment previously dominated by shorelines. The deposit is generally 12-13.5m thick and overlies the Earnley Sand formation.
- **Selsey Sand:** Consists of Sand, Silt and Clay forming the sedimentary bedrock formed approximately 40 to 49 million years ago in the Palaeogene Period. Local environment previously dominated by shallow seas. The deposit is generally 25-27m thick and overlies the Marsh farm formation.

As can be seen from the descriptions above the bedrock formations are very similar and the limited information currently available cannot differentiate between the three units described above.

2.3.1.5 Previous Site Investigations

Selsey Bill Sea Defence Scheme (1953)

Acting on behalf of Lewis and Duvivier consulting engineers a site investigation was carried out by an unknown ground investigation contractor in August 1953. The borehole records were obtained from the BGS Geo-Index site and consisted of six cable percussion boreholes in the vicinity of the Selsey Haven site to a maximum depth of 10.7m below ground level.

The boreholes were carried out in two rows, the first along the line of the promenade and the second along the foreshore starting around 2-3m below the promenade. The general ground profiles are shown on sketches 1 and 2 in Appendix E and these show the ground consists of various layers of sands, silty sands, gravelly sands, silty clays and clays of varying thickness. The layers vary both vertically and laterally across the site producing variable ground conditions. The available information provided very limited information about the strength/consistency of the deposits but generally the sands and silts appear to be loose to medium dense and the clays are soft to firm.

Groundwater was encountered during the investigation and the level varied with the tide during the works.

The only information available about the ground investigation is limited to the borehole logs and so no further information such as laboratory testing for geotechnical or land quality or services information can be provided in this note.

2.3.1.6 Other information

Additional information about the site has been source from the Environment Agency's "What's in my backyard" site and this is summarised below:

- a) Pollution – Significant incident in August 2010 that impacted the water in Selsey Pond adjacent to the Haven site.
- b) Compliance Rating – The Selsey mobile civic amenity site is adjacent to the Haven site and has no breaches indicating no reportable contamination incidents in the last 5 years.
- c) Landfill – No landfills in the area.
- d) Flood warning – As expected the area is in a flood warning zone.
- e) Nitrate Vulnerable Zone – It is proposed that the area will become a Nitrate Vulnerable Zone sometime in 2017.

There are no other issues reported on "What's in my backyard".

2.3.1.7 Conclusions

The underlying ground conditions vary from north to south and the change is broadly along the site centreline running perpendicular to the coast. The northern section appears to be underlain by sands and silts with occasional thin clay layers to the base of the boreholes and the southern section appears to be underlain by silty clays with occasional clayey sand bands to the base of the boreholes. The study does indicate that although ground conditions do not pose a significant problem, the better ground conditions for design and construction are to the north of the site.

2.4 Review of bathymetric data

In 2016 the Channel Coastal Observatory commissions a bathymetric survey along Selsey. Figure 2-4 presents the extent of the survey undertaken and Figure 2-5 presents the detailed bathymetry along the Selsey East Beach frontage. The survey provides the most up to date information on sea bed levels and these have been taken into consideration within the design of the haven entrance arms and this has enabled a more accurate assessment to be made on the arrangement of the haven entrance.

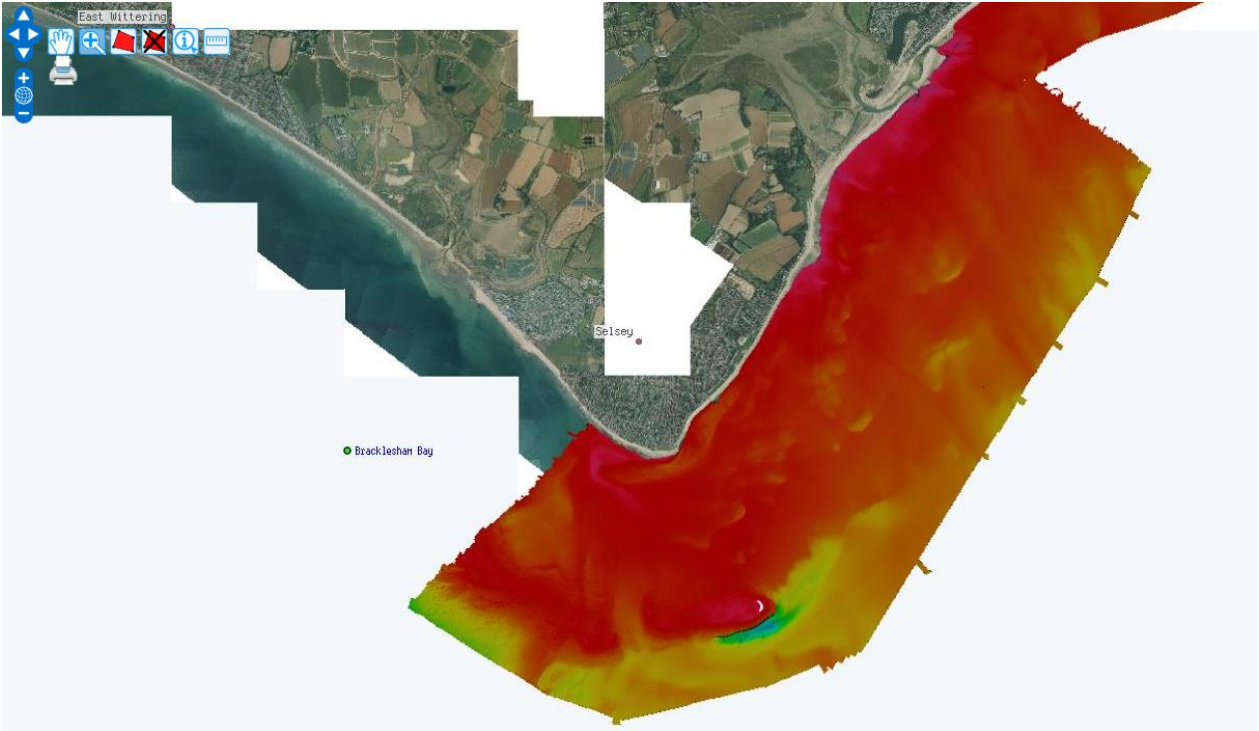


Figure 2-4: Available bathymetry along Selsey. Extract from the Channel Coastal Observatory.

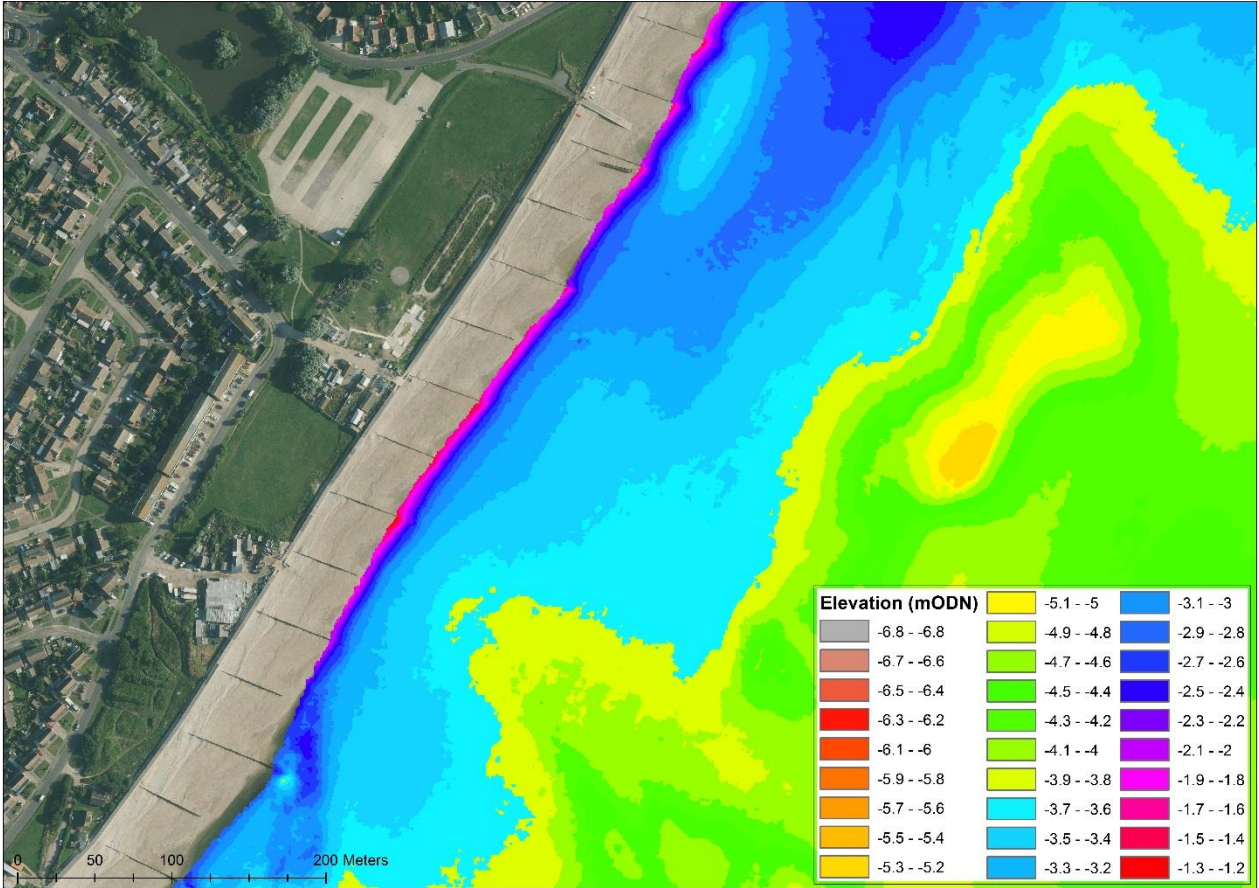


Figure 2-5: Detailed bathymetry along Selsey Each Beach frontage.

2.5 Review of coastal processes

2.5.1 Sediment transport and coastal processes

A search for available published data was undertaken to collate a detailed understanding of the sediment transport along East Beach and the surrounding coastline. The following is based on existing available literature and our knowledge of the Solent, in particular along the Selsey Bill to Pagham Harbour frontage.

For the Selsey Bill to Pagham frontage there are believed to be two offshore to onshore sediment supplies. The first is to the south of the haven location, from the Kirk Arrow Spit onto Selsey Bill. The second, is to the north of the haven location, from the Inner Owers. Both of these locations are presented on Figure 2-6, below). The SCOPAC Sediment Transport Study (2004) estimates that the Kirk Arrow Spit supply to be between 10,000 and 20,000 cubic metres per annum and the Inner Owers supply between 20,000 and 40,000 cubic metres per annum.

For East Beach, between Selsey Bill and the Inner Owers, Lewis and Duvivier (1976) assessed the south to north sediment transport rate without groynes to be of the order of 15,000 to 25,000 cubic metres per annum, and approximately 10,000 cubic metres per annum with groynes.

Hume Wallace (1990/1996) inferred a sediment transport rate of 42,000 cubic metres per annum without groynes. However, this rate is based on the observed build-up of sediment to the south of the Pagham Harbour entrance and it would seem that no allowance has been made in this calculation for sediment transported onshore from the Inner Owers. This figure may therefore be regarded as an over estimate.

HR Wallingford (1995) modelled south to north potential longshore transport rates of about 32,000 to 33,000 cubic metres per annum for the frontage from East Beach to Pagham Harbour. A corresponding potential rate of 8,000 cubic metres per annum is given for a groyne frontage. The HR Wallingford modelled potential transport rate is higher than the conceptual rate of Lewis and Duvivier (1976) although the HR Wallingford upper beach quantity is more corresponding to Lewis and Duvivier than the rate estimated by Hum Wallace (1990/1996). Figure 2-6 presents the East Head to Pagham sediment Transport from SCOPAC (2004).



Figure 2-6: East Head to Pagham, West Sussex sediment transport. Extract from SCOPAC (2004).

A regional shingle sediment budget for Selsey Bill to Brighton Marine covering the period of 2003 to 2012 was undertaken by the South East Coastal Group for the Environment Agency.

The study reported that transport rates vary across the frontage as a result of defence structures. Calculations from the study suggest 12,500 cubic metres per annum is transported onshore from Kirk Arrow Spit and feeds into Selsey. The sediment transport through East Beach Green is 17,500 cubic metres per annum and the net export east from Selsey is 15,700 cubic metres per annum. The study also reports that sediment transport from Selsey does not satisfy the 28,300 cubic metres per annum gain at Pagham, suggesting material is transported onshore at Selsey and Pagham. Figure 2-7 illustrates this.

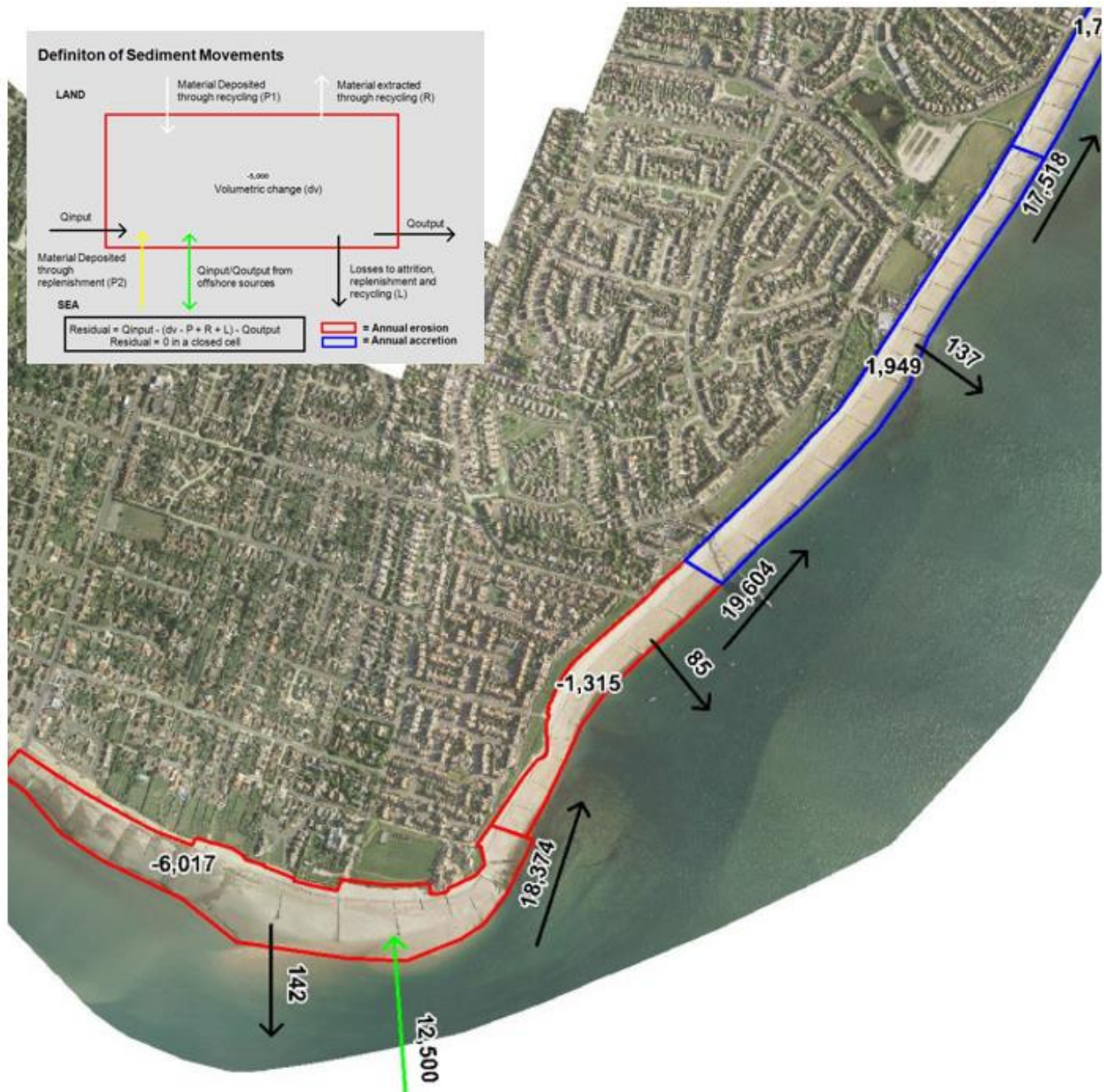


Figure 2-7: Sediment Budget along Selsey. Extract from the Regional Shingle Sediment Budget: Selsey Bill to Brighton Marina 2003 - 2012 (2013).

Assuming the sediment transport rates of 8,000 cubic metres (predicted by HR Wallingford in 1995) to 15,699 cubic metres per annum (predicted by the Regional Shingle Sediment Budget in 2013) suggests that there is an ongoing sediment transport feed from west to east through Selsey East Beach. Also assuming that the onshore supply to East Beach from Kirk Arrow Spit is on average between 10,000 to 20,000 cubic metres per annum suggests that there should be an ongoing steady accretion with time on the East Beach frontage. As illustrated in Figure 2-7 there is evidence of accretion along East Beach with 1,949 cubic metres per annum of shingle being deposited along East Beach.

In summary, net sediment transport along the coast at Selsey is from south to north at rates reported between 10,000 to 20,000 cubic metres with present coastal management in place.

2.6 Review of location and orientation

The recent bathymetric survey was taken into consideration in the design and position of the harbour entrance and extent of the arms.

2.7 Description of concept design for consultation

Following review of the information as presented above in Section 2 the concept design determined in the previous phase of the project has been updated, with its design and operation envisaged as follows:

The main construction will be in twin walls of steel piles with a concrete deck. Most of the walls will be in steel sheet piling (a non-permeable face) but in key locations intermittent piles will be used that present a permeable face. Where there are two lines of steel sheet piles, general granular fill will be placed between them. Where intermittent piles occur, armourstone fill will be used. The use of armourstone in this way will reduce wave reflections off the wall and provide some absorption of wave energy.

Permeable walls will be used around the entrance area and along the seaward face of the haven. For the entrance area the intention is to facilitate access into the haven under heavy sea conditions. For the seaward face the intention is to encourage the build-up of beach material in front of the haven in order to promote natural by-passing.

The entrance area and mooring basin will be excavated down to below Mean Low Water Spring tide level in order to provide an all-tide facility.

From the excavation arisings the beach material will be placed on the foreshore to the north and the rest of the material will be placed on the green area to the north in order to raise it to the same level as the existing seawall promenade.

The mooring basin will be equipped with 3 sets of floating pontoons (1 dedicated to the fishermen, 2 dedicated to leisure use) comprising a central pontoon with finger pontoons either side. Access to the pontoons will be from the West Quay via articulated ramps. The basin will also be equipped with a fixed slipway for launch and recovery of craft, and for haven maintenance.

The quaysides and pier structures will be kept clear of any significant buildings in order to maintain access for vehicles and reduce visual impact.

Immediately to the south of the haven there will be an area for the fishermen's compound, and immediately to the north, an area for haven and public facilities.

The fishermen's compound will have direct access from Kingsway. Also the fishermen's pontoon will be the closest to their compound.

The area for haven and public facilities will provide space for new development and compensate for an existing public area that will be lost to the new works. The area will also have direct access from Kingsway.

To the south and north of the haven there will be beach ramps. The one to the south is primarily for plant access for beach by-passing purposes. However it could also act as a "back-up" to the fishermen. The one to the north is for both plant access for beach by-passing and for general public use.

For beach by-passing the anticipated haulage route is along the South, West and North Quays and then the road that runs along the seaward side of the green area. Beach material would be excavated from the south side of the haven and deposited on the north side in the vicinity of the beach ramp.

For general public use of the beach ramp to the north of the haven, there will be access from the existing Car & Boat Park and from the new quayside development area.

Figure 2-8 and Figure 2-9 presents the updated concept design site plan for consultation.

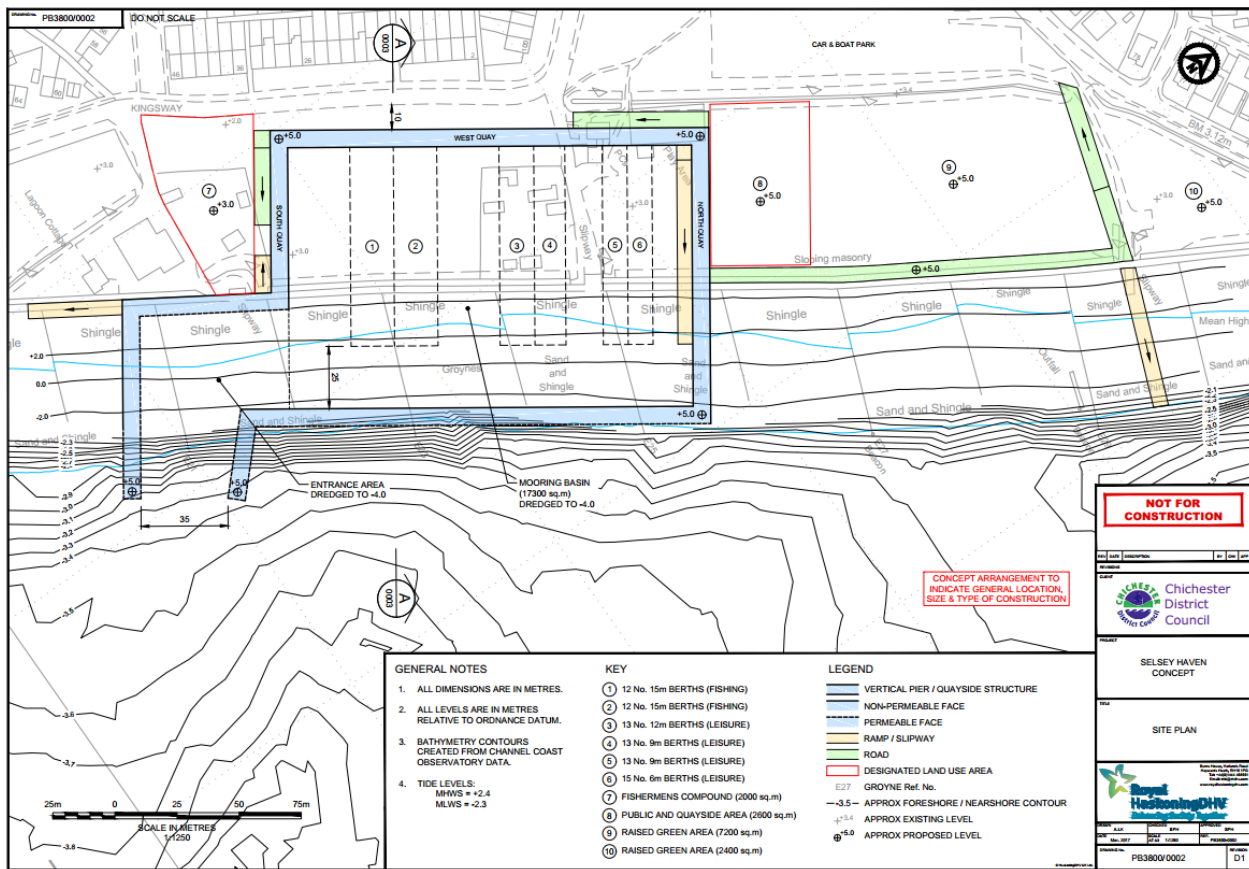


Figure 2-8: Updated concept design for consultation overlaying OS Master Map.

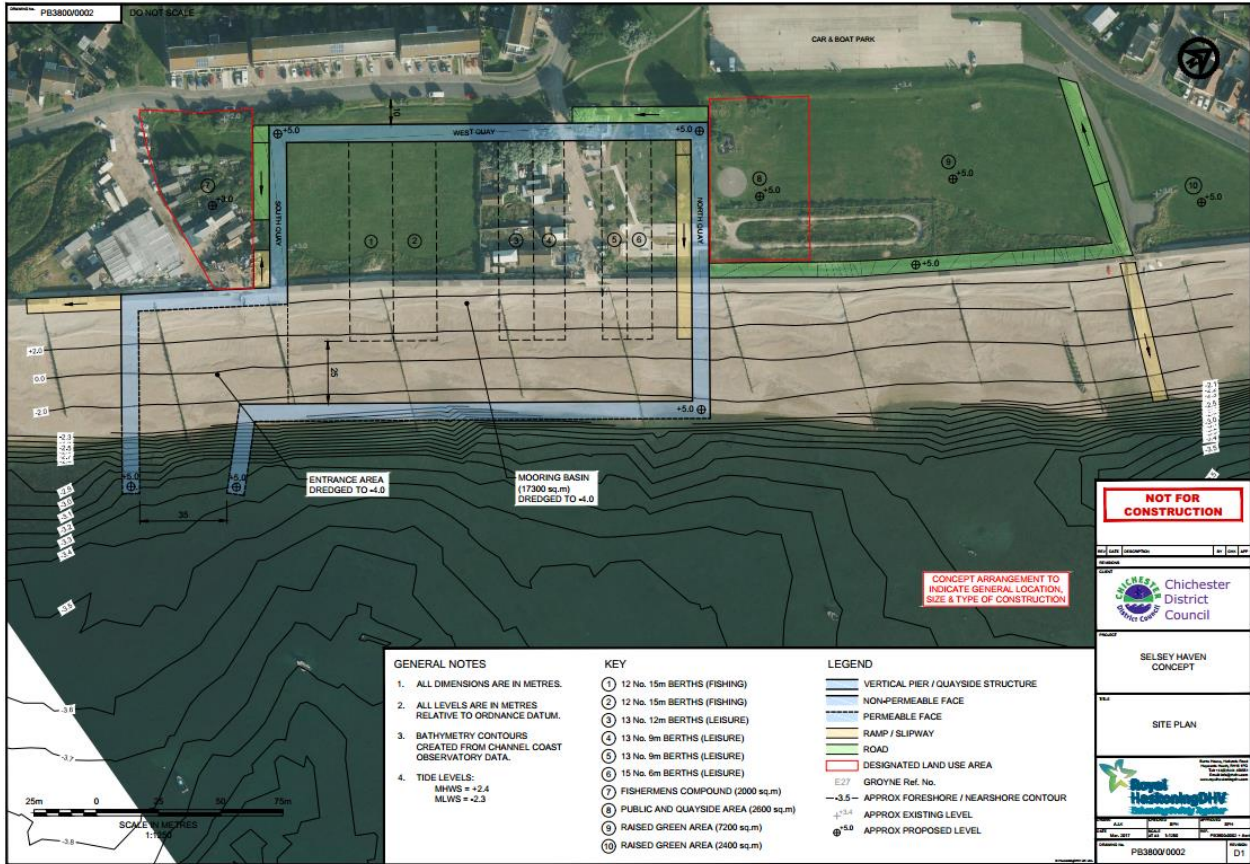


Figure 2-9: Updated concept design for consultation overlaying aerial mapping.

3 Consultation

3.1 Introduction to consultation

Royal HaskoningDHV undertook consultation with regulators and key stakeholders on the following overarching themes:

1. Sediment transport
2. Beach bypassing
3. Proximity to residential area
4. Operation of the haven
5. Impacts on coastal management
6. General comments

To facilitate the consultation the following was issued, copies of which are presented in Appendix B:

- An updated location plan that incorporates recent bathymetric data from 2016, a wave rose and a wind rose.
- An updated concept design site plan that provides more detail on access arrangements, berthing arrangements, and adjacent land use (also presented in Figure 2-8, above).
- A concept design cross section through the haven that illustrates its proximity to, and visual impact on, the nearby properties.
- A brief commentary on the anticipated design and operation of the haven.
- A brief commentary on the local coastal processes.

Table 3-1 presents the regulators and key stakeholders consulted and the area in which they were consulted and Section 3.2 outlines the questions asked under each area.

Table 3-1: Consultatee list

| Organisation | Contact | Position |
|--------------------------------|------------------|------------------------------|
| Natural England | Kate Bull | Marine Lead Advisor |
| Environment Agency | Uwe Dornbusch | Coastal Team Specialist |
| Chichester District Council | Steve Oates | Economic Development Manager |
| Chichester District Council | Dominic Henly | Senior Engineer |
| Chichester District Council | Steve Harris | Planner |
| Arun District Council | Roger Spencer | Senior Engineer |
| Selsey Fishermen's Association | Robert Greenwood | Secretary |
| Selsey Fishermen's Association | Chris Harvey | Chairman |
| JT Mackley | Various | - |

3.2 Questions asked at consultation

Consultees were asked to comment, where applicable, on the following.

Sediment transport

- Our understanding of coastal processes in the area of interest and the potential impacts of the haven on sediment transport.

Beach bypassing

- The acceptability of beach by-passing as an ongoing means of compensating for any interruption in the natural longshore sediment transport to the north of the haven.
- Any foreseen issues associated with the artificial by-passing operation.
- What could be an appropriate method for beach bypassing.

Proximity to residential area

- The acceptability of the proposed haven in relation to the adjacent residential area.
- A review of the ground conditions across the site and East Beach Green.

Operation of haven

- The revised haven entrance and orientation and its accessibility under a range of operating conditions.
- The general layout and operation of the haven.

Other questions

- Impacts on the wider coastal management.

3.3 Consultation feedback

The following sections summarises our feedback during the consultation period. The section has been divided into feedback on the themes discussed above, followed by other general comments received. The full responses from each of the consultees is provided in Appendix C.

3.3.1 Sediment transport

3.3.1.1 Feedback from Natural England

Natural England provided some further information that supported our data regarding general sediment transport mechanisms and the importance of the sediment transport with regards to the environmental designations.

Natural England noted that maintaining sediment transport system between Selsey Bill and Pagham Harbour is paramount to the protection of the features in the associated designated sites. These sites include the Special Protection Area, Ramsar Site, Site of Special Scientific Interest and Marine Conservation Zone. It was also noted that sediment changes may impact the exposure of fossils in other geological sites, Selsey, East Beach and Bognor Reef.

In summary, there is a clear sediment pathway from Selsey Bill (to the west) along the coast to Pagham Harbour (to the East). The extent of the potential impacts on sediment transport and the designated features are currently unknown and this would need to be better understood.

3.3.1.2 Feedback from the Environment Agency

The Environment Agency provided Royal HaskoningDHV with a recent report on longshore transport rates undertaken by the South East Coastal Group. The report complimented and updated the information on transport rates and this has been included in Section 2.5.

3.3.1.3 Feedback from Chichester District Council

The information on coastal processes and sediment transport was accepted to be good by the Council. The Council noted that there have been significant variations in shingle longshore drift along the frontage, with rates increasing after significant periods of on-shore sediment transport from Kirk Arrow and reducing in times of low supply from Kirk Arrow. The Council said that the bypassing process would need to be linked to regular monitoring of the groyne bays in order to ensure that bypassing is undertaken at appropriate times. It was felt that there would some natural bypassing of the haven and that the further seaward the haven arm is, the more this will be restricted, but again the actual impacts of this are unknown.

3.3.1.4 Summary of feedback

- Our general understanding of sediment transport processes is correct.
- There is a clear recognised sediment pathway from Selsey Bill along the coast to Pagham Harbour which needs to be maintained.
- It is accepted that annual shingle transport volumes vary which is linked to the supply fluctuations along Kirk Arrow Spit.

3.3.2 Beach bypassing

3.3.2.1 Feedback from Natural England

Natural England's main concern is that the proposed option extends onto the beach within the intertidal zone of the beach which they consider is likely to change the natural functioning and movement of sediments from within the cell (west to east).

The ability of the geomorphology interest of Pagham Harbour SSSI to evolve unhindered will be compromised in their view and they want to ensure that feed of sediment to down drift areas (Inner Owers) and beyond to Church Norton Spit is conserved as far as reasonably possible.

They consider that any alteration to the natural movement of material along the coastline; specifically halting, altering or removing the longshore (as well as cross-shore) movement of material is likely to have an impact on the Geological Conservation Review site (compromising the rapid extension of the spit) and therefore the conservation status of Pagham Harbour SSSI.

They consider that the proposed haven is unlikely to conserve and advance the Pagham Harbour SSSI interest features, and, as a result the worst case scenario would be a depletion of material reaching Inner Owers and subsequently the Pagham System (Pagham Harbour SSSI), potentially compromising the ability of particularly the Church Norton Spit to rapidly extend. They consider that it is highly likely material would build up on the updrift end of the structure.

Natural England also said that erosion could occur to the down drift side of the haven as material would not pass round the obstacle. They were also concerned that this would be accelerated in the future as the longshore supply of sediment is cut off.

Natural England were also concerned that the outer haven wall could cause beach draw down under more reflective wave conditions, and that this could also further impact sediment movement, both longshore and cross-shore.

Natural England suggest that the natural processes are not completely understood and the dynamic nature of this sediment supply would be difficult, if not impossible, to replicate by the by-passing of sediment.

In summary, Natural England were concerned that the geomorphological interest of Pagham Harbour SSSI would not be maintained as a result of changes to the sediment supply and the habitats and species that result and depend on the geomorphological shingle features (spit, saline lagoon etc.) would be adversely affected. Again, Natural England noted that the extent of the impacts on sediment transport and the designated features are currently unknown and this would need to be understood.

3.3.2.2 Feedback from the Environment Agency

The Environmental Agency stated that the frequency and magnitude of by-passing will be important to mitigate as much as possible against the impact the haven could have on sediment transport.

The Environment Agency raised concerns that the seaward quay wall may on its own reduce the potential of beach build up. They considered that some shingle would inevitably enter the haven mouth and that this could be mixed with finer sediments making it much less useful as a source of material to be placed on the down drift beach. They considered that this could result in by-passing coupled with beach recharge on occasions.

They said that the recovery of material on the updrift end would be best carried out during spring low tides, which at Selsey often occurs over weekends either early morning or late afternoon, with the former having a particular impact on residents behind the beach.

The Environment Agency expressed that they would have like to see a more land based option investigated.

3.3.2.3 Feedback from Chichester District Council

Chichester District Council understood that beach by-passing would be a necessary process to compensate for natural sediment transport. They also said that the shorter the haven arms were the more natural by-passing that should occur, therefore reducing the required quantity of artificial by-passing efforts.

The Council also raised the question of whether a new road would be necessary along the Green and that wave overtopping would also need to be considered in the design as currently wave overtopping is contained within the Green before draining back out to sea at East Beach outfall. The Council also noted that there may be an opportunity for beach huts along the frontage in the future.

3.3.2.4 Feedback from Arun District Council

Arun District Council agreed that artificial by-passing would be required. They were concerned that there may be a tendency for the shingle longshore transport pathways to be deflected offshore at the haven, which could be a slight deviation or may be significant, and that it may even happen via the interaction with the vertical face of the haven arm. The Council noted that any changes could have an impact on Pagham although they recognise that drift volumes are small from Kirk Arrow compared with the Inner Owers and so the Inner Owers will be the predominant system. The Council also noted that anecdotal evidence puts a large input to the sediment transport system at Kirk Arrow may have been the catalyst for the changes at Pagham.

3.3.2.5 Summary of feedback

- Artificial beach bypassing would be necessary.
- The frequency of beach bypassing is important to get right.
- There is a concern that artificial beach bypassing may not be able to match the current natural sediment transport processes.
- Shingle import (beach recharge) may also have to be used in conjunction with beach bypassing.
- There is a risk that the haven will have a negative impact on the local designated features.
- The beach bypassing operation is achievable.

3.3.3 Proximity to residential area

3.3.3.1 Feedback from Chichester District Council Planning Department

The advice given by the Chichester District Council Planning Department was limited being outside of the formal Pre-planning Application Advice charging scheme. The Planning Department noted that any formal advice in the future will only be provided under the remit of a Pre-application however the Department was able to provide some informal comments on what a planning application should include as follows:

- An assessment of the level of activity at the site, so the impact on the residential properties and surrounding site can be assessed.
- What uses / structures are proposed within the fisheries compound and the public / quayside area.
- The route those wishing to walk along the coast would take and the connectivity between either side of the haven.
- More detailed drawings would be required in order to properly illustrate the structure and quayside and its relationship to the adjacent land.
- Detail on access arrangements.
- Consultation with Chichester District Council's Environmental Health Officers regarding noise. It was felt that the haven was a little too close to the residential area on Kingsway and that there should be a distance of 30 metres. Currently the haven is 20 metres from the residential area.
- The lawful use of the amenity area to be excavated should be established. The loss of any public amenity value should be compensated for.
- West Sussex County Council should be consulted in subsequent stages with regards to Public Right of Way to discuss the process of diverting these rights at an early stage.

3.3.3.2 Summary of feedback

- The planning department provided a list of key elements that would need to be addressed as part of a planning submission / Environmental Impact Assessment.
- It was considered that the development should be moved approximately 10m further away from the residential properties.

3.3.4 Operation of haven

The advice given by the Chichester District Council Economic Development Department on the operation of the haven was as follows:

- The economic development department recognised that the location of the fishermen's compound close to the residential area posed no significant issues as the activity on the site will generally remain unchanged. There is however, an opportunity to 'tidy up' the area and improve the operation safety.

- It was recognised that the layout of the haven was appropriate with the fishing berths closer to the entrance area as they would be frequent users, therefore keeping the leisure berths separate.
- Leisure boats will need to be sufficient in number to ensure that the haven is economically viable as the District, Town and County Councils are very unlikely to be able to subsidise the operation of the haven so sufficient income streams will be essential.
- It is important to make use of the amenity area north of the haven by maximising the commercial activities and enhancing the facilities to strengthen the visitor economy in the area.

3.3.4.1 Summary of feedback

- It was considered that the general layout of the haven and surroundings was appropriate.
- It is important to make the best use out of the surrounding area.

3.3.5 Impacts on coastal management

3.3.5.1 Feedback from Chichester District Council

Chichester District Council felt that there were both positive and negative impacts on coastal management. The positives were that the haven would replace a section of seawall which would reduce maintenance costs, as well as the removal of seven existing timber groynes that are reaching the end of their residual lives. The council also noted that the access ramps installed as part of the haven development could also be used for general maintenance access to the beach. The negatives were that additional localised management would be required (i.e. beach by-passing) without which the sea wall to the north would be at increased risk of undermining.

3.3.5.2 Feedback from the Environment Agency

The Environment Agency noted that much will depend on the specifics of the haven entrance (e.g. seaward extent and impact on tidal currents and subtidal sediment transport) and the details of the outer seawall (e.g. in relation to shape and wave reflection). They also noted that groynes up or down drift may need to be modified to increase storage capacity for bypassing or to increase the retained beach volume updrift of the haven to allow for larger losses.

They also noted that raising of the land behind this frontage will reduce flood risk and may lower the requirements of the beach to provide protection from flooding. However, the beach has a high amenity value so narrowing of the beach may be undesirable.

In the long term, the Environment Agency felt the Haven is unlikely to provide a sustainable flood defence solution as currently presented, and that it prevents future coastal adaptation that could include a more landward alignment of the coast for the location of the Haven as well as over a considerable distance up and down drift. However, the current policy within the Shoreline Management Plan is the Hold the Line and therefore the existing line of defence is likely to remain unchanged.

The Environment Agency has suggested that a decommissioning plan would be required in subsequent stages.

3.3.5.3 Summary of feedback

- The haven will reduce Chichester District Council's current maintenance requirements of the existing coastal structures (seawall and timber groynes) under the footprint of the haven.
- The haven's maintenance slipways will provide good access for the council to undertake general beach management activities either side of the haven.
- Any reduction in beach levels either side of the haven could destabilise the current seawall structures.

- The haven could restrict the longer term coastal management of the frontages at and either side of the haven.

3.3.6 General comments

This section outlines and discussed other comments that were received during the consultation.

The Selsey Fishermen's Association had the following comments:

- The haven will allow the existing fishing fleet to work in a safer and more secure way.
- The haven should not be built on a business model that relies on increasing the number of fishing vessels to be economically viable as this is not an environmentally sustainable approach.
- For a successful haven we would need to concentrate on Charter boats, Dive boats and commercial lettings like restaurants and services if possible to create a resilient income.

4 Preliminary business case

A preliminary business case has been prepared by Vail Williams for the development, construction and operation of the haven in order to determine its optimum size and capacity. The business case included ancillary operations such as cafes, retail outlets and other business considerations compatible with the concept option. Full details of the business case can be found in Appendix D. Below provides highlights and a summary of the conclusions.

The business case has been based on research into the local markets to establish anticipated levels of demand and expected pricing points for both leisure and commercial mooring facilities within a new haven at Selsey. Research was also undertaken into the indicative levels of demand and rental levels that might be anticipated for ancillary business operations.

The conclusions are necessarily relatively generic, particularly in respect of the ancillary retail, restaurant and other business operations. At this stage there is no point in being overly prescriptive on building sizes and precise occupiers of a proposed building. Such matters would require detailed input from architects, planners and other professionals to design a detailed scheme that could then obtain planning permission. The study is also some years away from the completion of any proposed haven, so even if we have identified specific likely occupiers of buildings today, then by the time the haven was built, such detailed information would be out of date.

The approach in respect to buildings therefore has been to consider the likely general levels of demands for different uses and to establish a reasonable level of rental value that might be expected for such ancillary business operations when placed in Selsey, adjoining a new small haven development.

A Profit and Loss forecast for the concept option was prepared over the first five years of its operation. The income figures are informed by the commentary outlined in Appendix D. Assumptions have been made as to the rates at which the commercial and leisure berths will fill, assuming that it will take longer to fill the leisure moorings than it would the commercial and fisher boat berths. Maximum occupancy of the leisure berths has been assumed at 80% occupancy levels. A mooring rate of £300 per metre including VAT has been adopted which is a competitive figure when compared with the other Chichester haven marinas that offer deep water moorings.

The forecast shows that over the first five years of operation the haven should be able to generate a sustainable income level of over £300,000 per annum once it is trading to capacity. This includes the rental income to be generated from the commercial buildings as well as the moorings. It does not however include any additional development such as fish processing plant etc.

Reasonable allowances have been made for operating costs and overheads. This includes a figure for a rental to be paid to the Crown Estate, assuming that at least part of the haven development extends below the high water mark, onto Crown owned sea bed. The Crown Estate would generally seek a proportion of moorings income as their rental basis. It is expected that, because the majority of the haven is to be built on dry land, with only a small proportion on Crown sea bed, that this percentage will be quite modest. We have however adopted a full rental in order to provide a prudent and robust profit projection.

Assumptions have also been made to the likely staffing levels and costs. A small haven of this nature should be relatively efficient to operate, requiring limited staffing levels. It has been assumed that up to three full time equivalent employees. This assumes that there is no need for a powered cill gate or similar at the marina entrance. If there is a need for such plant and machinery needing 24-hour manned operation, then the staff and general operating costs may well increase.

Allowances have been made for other operating costs that we consider to be reasonable given our experience and knowledge of other marina operations elsewhere in the UK.

These initial costs projections do not include any costs for the dredging of the haven or its entrance, or for beach bypassing operations. The extent of these operations will clearly be the key to ensuring the viability of the overall scheme. These are dealt with in a little more detail below.

Subject to the various assumptions set out it is our opinion that the Selsey Haven marina has the potential to generate significant operating profits, provided that it can be run efficiently and provided that its design and promotion enables it to secure reasonable levels of occupancy, both in respect of leisure moorings and commercial building tenants. Before dredging and beach bypassing costs are taken into account, we would expect the net profit levels, once the haven is fully operational should be capable of exceeding £150,000 per annum. This is assessed on an EBITDA basis, which is commonly used for assessing the day to day trading performance of moorings operations.

Our trading projections reflect a net profit margin of circa. 50% of the fully trading turnover level, which we consider to be a reasonable level given our knowledge and experience of other marina trading operations.

The capital costs for initial construction of the haven are not included within these figures as they assume that the capital funding is provided by other means and is not funded directly from the income generated by the haven business.

| Trading Projections | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|--------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Annual mooring income | £173,000 | £199,980 | £227,482 | £255,515 | £258,070 |
| Building rents | £52,000 | £52,000 | £52,000 | £52,000 | £52,000 |
| Diesel sales gross profits | £6,000 | £6,060 | £6,121 | £6,182 | £6,244 |
| other/misc income | £1,000 | £1,010 | £1,020 | £1,030 | £1,041 |
| Total Turnover / Gross Profit | £231,000 | £258,040 | £285,603 | £313,696 | £316,313 |
| Overheads & expenses* | £156,240 | £152,346 | £153,074 | £158,014 | £160,969 |
| Net Profit (EBITDA) | £74,760 | £105,694 | £132,529 | £155,683 | £155,344 |

* Shingle bypassing and dredging maintenance costs are not included within these figures.

There is a clear requirement for the need for beach bypassing to deal with the build-up of material at the haven entrance and to maintain the supply of sediment towards Pagham. Based on the sediment transport information provided in Section 2.5, net transport rates along the coast at Selsey could be between 10,000 and 20,000 cubic metres with present coastal management.

Following further consultation with a local contractor it has been estimated that beach recycling / bypassing operations would cost between £80,000 and £160,000. This does assume that no sediment is naturally bypassed and therefore the cost is likely to be reduced.

Please note, these figures have been refined following further consultation. These updated figures are presented in Section 5.3.4, on Page 30).

Dredging costs have been estimated at approximately £30,000 per annum. These figures are not included in the above costs.

The following has been used for the basis of the beach bypassing costs:

- Estimated cost per cubic metre: £8.00
- Cost for mobilisation and demobilisation: Inclusive within the cost per cubic metre.
- Total annual volume of shingle bypassing required. Maximum transport rates have been noted at up to 20,000 cubic metres.

For dredging the following has been assumed:

- Estimated cost per cubic metre: £10.00
- Estimated dredging: 3,000 cubic metres per year.

Note for dredging maintenance the costs are less certain as it is not possible without detailed modelling to know how material will deposit within the haven.

If the haven is to remain viable the bypassing and dredging operations have to be funded from the trading profits of the haven.

It is our estimate that trading profits should be capable of achieving a minimum of £150,000 per year. Some of this surplus should be set aside for irregular larger maintenance items, such as eventual replacement of pontoons, electrical equipment, etc. It would be our recommendation that you should aim to keep the cost of beach bypassing and dredging operations to no more than £100,000 per annum as an absolute maximum in order to ensure the long term viability of the Selsey Haven Scheme.

5 Revised concept design following consultation

5.1 Revised concept design introduction

The concept design presented in Section 2 was updated in response to key comments provided above. Notably these are the comments associated with sediment transport, beach bypassing and coastal management. Taking these comments into account, and in discussion with Selsey Fishermen's Association, Selsey Town Council and Chichester District Council, the changes made in the revised concept design were as follows:

- A landward retreat of the haven location.
- The seaward face of the haven to run along the existing alignment of the seawall.
- The haven entrance arms to only run down to mean low water springs.
- Maintaining a 30m distance from the residential area.

Note that revised internal layout of the haven is based upon initial sketches provided by Chris Russel of Marine Infrastructure Planning and Design.

5.2 Revised concept design

The revised design is presented below in Figure 5-1.

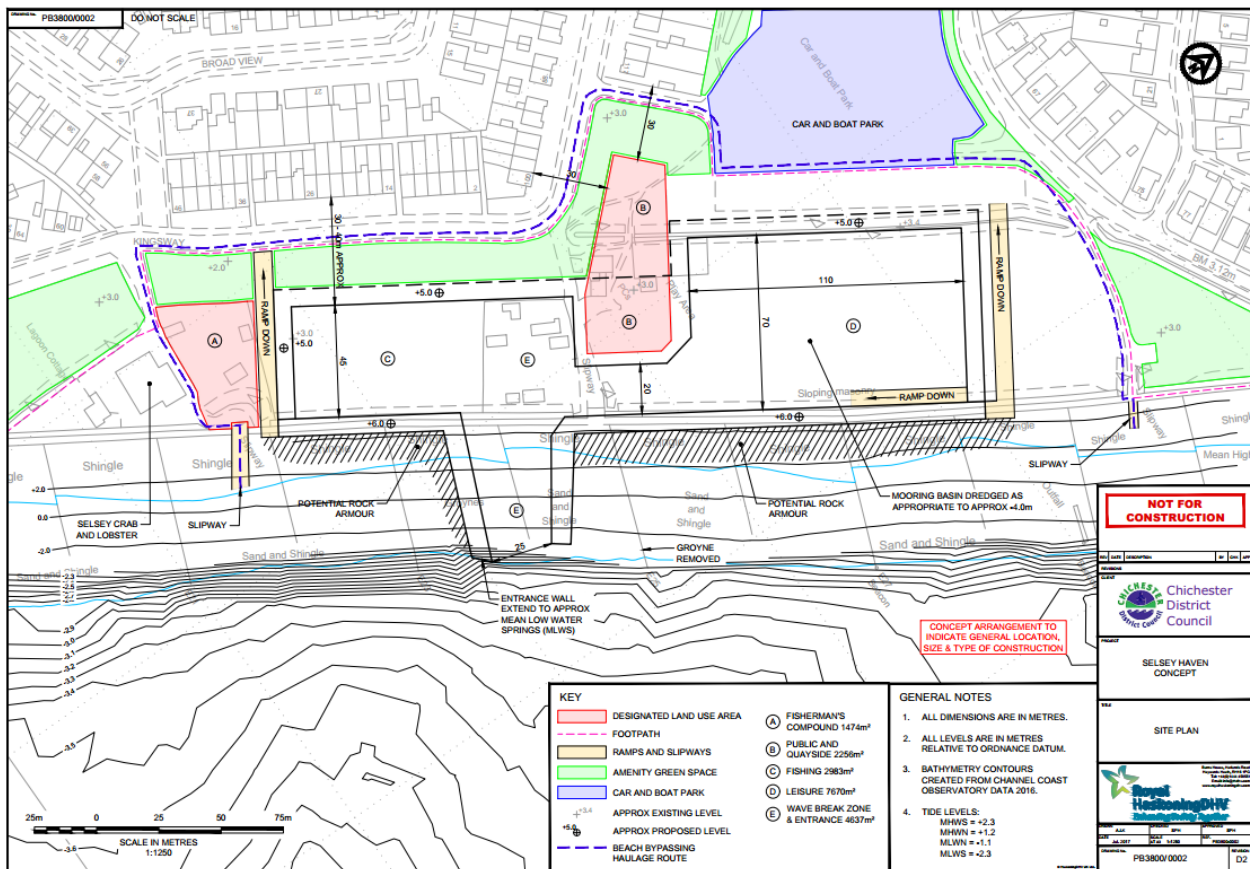


Figure 5-1 - Revised concept design following 2017 consultation feedback

5.3 Revised concept design consultation

Royal HaskoningDHV undertook further consultation with Natural England and the Environment Agency on the revised concept design to obtain further feedback on sediment transport, beach bypassing and coastal management. Alongside this, impacts on the preliminary business case were considered.

5.3.1 Sediment transport

5.3.1.1 Feedback from the Environment Agency

The Environment Agency provided an update to the 2003 to 2012 Selsey Bill to Brighton Marina sediment budget report titled 'Selsey Bill to Climping Regional Shingle Sediment Budget', which now covers a period from 2007 - 2017. The study suggests that during 2007 – 2017 there has been no sediment input from offshore which has a notable impact on the calculated average longshore transport rate along Selsey East Beach, and suggests that the Selsey Peninsula has suffered annual erosion rates of 2,465 cubic metres of which 2,323 cubic metres moves east towards East Beach. This is a significant reduction compared with the previous figure, provided under the 2003 to 2012 study, which suggested an offshore to onshore sediment feed of 12,500 cubic metres of per annum with 18,374 cubic metres of this moving towards East Beach. See Figure 5-2.

The report also indicates that the beach fronting East Beach Green has suffered annual erosion of 3,462 cubic metres and that 7,709 cubic metres of sediment per annum is transported past East Beach Green. This is a reduction in the previous figure, provided under the 2003 to 2012 study, which suggested that the beach accreted 1,949 cubic metres per annum whilst 17,500 cubic metres of shingle is transported past East Beach Green. While this suggests a lower volume of sediment transport per annum, it also highlights the potential uncertainties in determining sediment transport rates.

The shingle beaches down drift of the proposed haven towards Pagham have accreted annually. This suggests that although there has been a reduction in sediment transport from updrift, there is sufficient sediment transport and supply from offshore to maintain beach volumes.

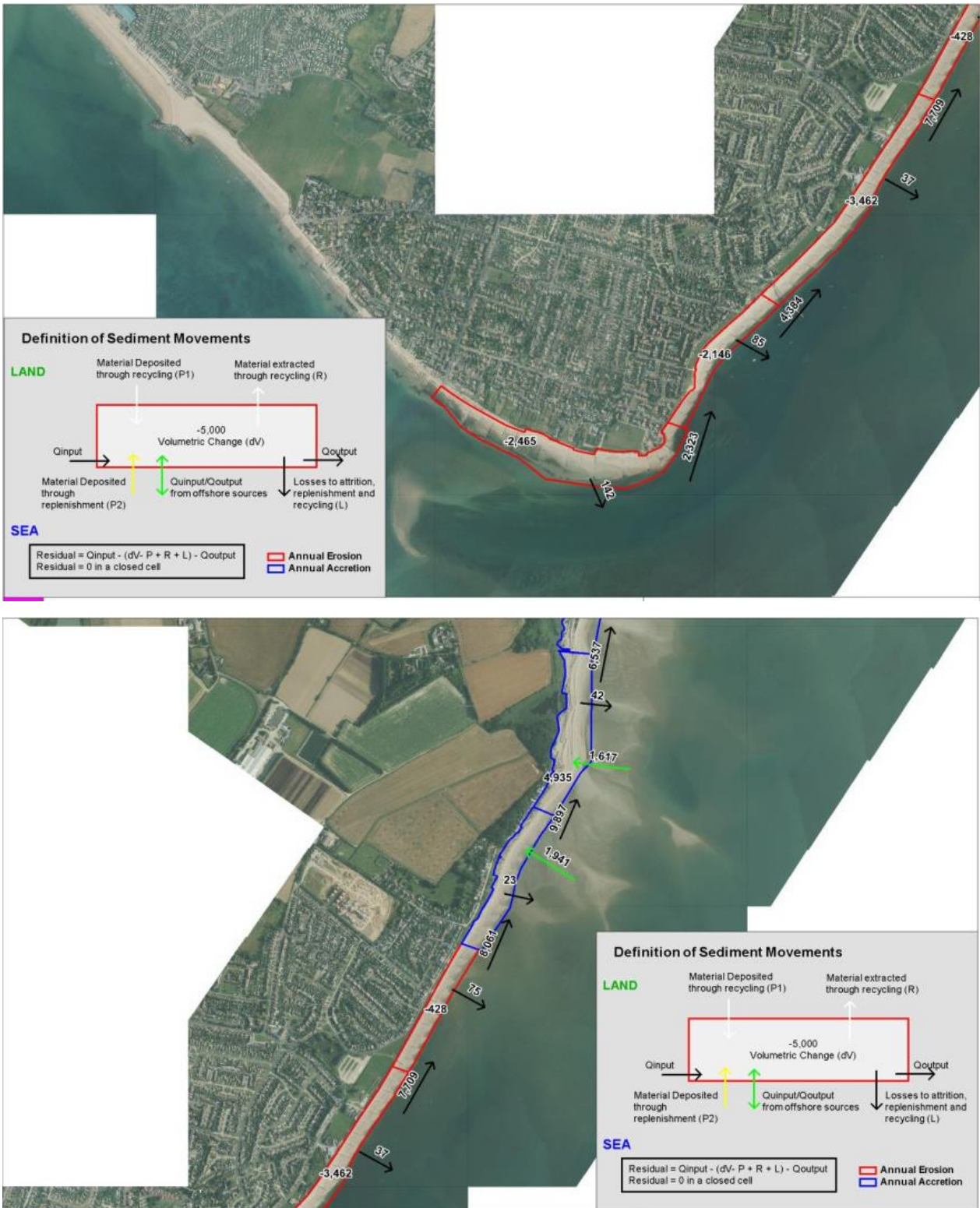


Figure 5-2: Sediment Budget along Selsey. Extract from the Regional Shingle Sediment Budget: Selsey Bill to Brighton Marina (2007 – 2017).

5.3.2 Beach bypassing

5.3.2.1 Feedback from Natural England

Natural England acknowledged that the intention of the revised design is for the haven arms to 'act just like the current groyne system does', therefore minimising the impact on sediment transport'. However Natural England were still concerned that the revised harbour arms would have a greater effect on the sediment transport system than the existing timber groynes currently have.

Natural England comment that the haven entrance in itself will still disturb longshore sediment movement. Whilst the impact of the haven entrance could be subject to additional studies and numerical modelling. They said that anecdotal evidence from other harbours on this stretch of coastline would indicate (for example) tidal flushing to be a likely effect, causing complexities when considering the bypassing of sediment.

Natural England would welcome additional studies and or numerical modelling to support an evidence base which shows that the 'natural' sediment transport regime can be feasible and sustainable.

5.3.2.2 Feedback from the Environment Agency

The Environment Agency acknowledged that this option was more in line with what they had in mind. They recognise that the beach can continue to occupy the same space as at present and thus does significantly reduce the impacts on the present beach.

Their view was that accommodation for shingle build-up up and down drift of the haven would be minimal as the harbour arms essentially act like a concrete groyne. If artificial bypassing were required, the Environment Agency suggested that it was important to consider a solution to allow a near-continuous bypassing mechanism (i.e. minimal disruption to natural sediment transport).

The Environment Agency noted that the above may be difficult, but with natural sediment transport being a main issue, providing evidence that a near continuous system would be achievable could possibly leave little objection on sediment transport grounds.

The Environment Agency notes that it is inevitable that some shingle will naturally enter the haven channel as it bypasses.

Overall, the Environment Agency acknowledged that this option will have less / much less of an impact on sediment transport depending on the bypassing methodology.

5.3.3 Coastal management

5.3.3.1 Feedback from the Environment Agency

The Environment Agency questioned the requirement for rock armour in front of the seaward face of the Haven, however appreciated that this might provide a factor of safety. The Environment Agency also noted that the haven duplicates the seawall with the seaward and landward wall and failure of the wall would have negligible consequence in terms of flood risk to people and properties. Flood risk would be limited to the boats in the harbour.

The Environment Agency noted that the haven would continue to restrict the longer term coastal management of the frontages at and either side of the haven.

5.3.4 Preliminary business case

The following comments have been made on the preliminary business case.

- It is assumed that the revised layout will accommodate the same number of vessels as originally anticipated. The only difference is that, rather than all states of tide access, the access into and out of the haven is unlikely to be possible for a period of around 1 to 2 hours either side of low spring tides.
- The haven would still be accessible for the majority of the time, i.e. over the typical 12 hours tidal cycle the haven should be accessible for at least 10 to 11 hours.
- Selsey East Beach is exposed in rough weather conditions, especially easterlies. The design will need to ensure where possible that vessels in the haven are protected in all sea states / wind directions, something which can be dealt with at latter design stages.
- Equally important to the above point is to ensure that boats can get in and out of the haven in rougher sea states. This is something that would have to be modelled alongside consultation with local users (especially fishermen).
- It is anticipated that the preliminary business case figures will not change as part of the revised design. However, given that access into the haven will not be possible at all states of the tide, a sensitivity analysis has been undertaken to model the effects on the net profit of the marina if occupancy and / or pricing levels were below expectations. The table below shows the impact on the year 5 net profit (on an EBITA basis) of reductions in these two key factors. Only the leisure mooring tariff has been reduced, with the fisherman / commercial tariff remaining as before.

Mooring tariff adjustment

| | | 0 | -10% | -20% |
|-----------------------------|-------------|-----------|-----------|-----------|
| Occupancy adjustment | 0 | £ 155,344 | £ 136,197 | £ 117,050 |
| | -10% | £ 136,197 | £ 118,964 | £ 101,732 |
| | -20% | £ 117,050 | £ 101,732 | £ 86,414 |

Note: these net profit figures are shown *before* deducting any costs for dredging or beach bypassing

- The analysis shows a range from a high of ~£155,000 with no reductions, down to a low of ~£86,000 net profit if both occupancy and the leisure boat mooring tariff drop by 20%. If both drop by 10% then the net profits should be around £100,000.
- If dredging and beach bypassing can be achieved for less than £100,000 then the haven should be able to pay for itself on a day to day basis, but of course it could mean little or no surpluses being produced to fund occasional larger repair and renewals.
- With the recent calculated annual sediment transport rates, bypassing operations could reduce to around £64,000 per annum (taking a conservative, maximum 8,000 cubic metres of shingle per annum, based upon the 2017 Regional Shingle Sediment Budget study). This highlights the likely annual variation in transport rates and the subsequent likely annual variation in bypassing costs. Dredging costs remain at an estimated £30,000 per annum.

As part of the preliminary business case considerations, the possibility of including housing on the new concept design was considered. Below provides a summary of this.

- A 2 or 3 storey housing development would dominate the water front and block out any views from the existing housing behind and is unlikely to gain support from planners.
- The primary use of the haven ideally would be for a quasi-industrial purpose, namely the landing and processing of fish. There is likely to be a significant degree of conflict between the use and the owner/occupiers of any immediate new properties. Any new properties would not be accustomed

to the current fishing practices and these are likely to fuel complaints and conflicts with any new occupier (for example, if the tides require boats to come back to the harbour at say 7am on a Sunday morning, resulting in noisy landings).

- Apartments overlooking both a marina/haven and the seafront would be valuable and should deliver development profits, but in the context of the anticipated cost of the overall development, we don't see a small number of flats as making much of a dent in the overall funding need.
- There is one possible exception which is a marine manager's flat, giving the option to provide accommodation to a manager as part of his/her remuneration. To have a permanent manager present on site could be useful. Clearly though, a single flat for this use is not going to make a material difference to the economic model for the haven.

5.4 Construction cost estimation

Construction costs have been developed in accordance to the concept design. The main construction of the harbour will be in twin walls of steel piles with a concrete deck. Most of the walls will be in steel sheet piling (a non-permeable face) but in key locations intermittent piles will be used that present a permeable face. Where there are two lines of steel piles, general granular fill will be placed between them. Where intermittent piles occur, armour stone fill will be used. The use of armour stone in this way will reduce wave reflections off the wall and provide some absorption of wave energy.

Permeable walls will be used around the entrance area and along the seaward face of the Haven. For the entrance area the intention is to facilitate access into the Haven under heavy sea conditions. For the seaward face the intention is to encourage the build-up of beach material in front of the Haven in order to promote natural by-passing.

The entrance area and mooring basin will be excavated to provide a near all-tide facility. From the excavation arising the beach material will be placed on the foreshore to the north and the rest of the material will be placed on the green area to the north in order to raise ground levels to the same level as the existing seawall promenade.

The construction costs have been estimated to fall within the following range: **£14 to 19 million**.

The costs include:

- Construction works;
- General and preliminaries;
- Further site investigation and design;
- Construction project management;
- Health and safety management;
- Site supervision, and

The costs exclude:

- The cost of internal pontoons and berths.
- Dealing with potential contaminated land.

6 Conclusion and recommendations

6.1 Summary of key issues

| Key Issues |
|---|
| <p>Sediment transport</p> <p>The general sediment transport direction is from the south-west to the north-east. Further detail is provided in Section 2.5, on page 10.</p> <p>The consultees provided some further commentary on this but confirmed that our general understanding of sediment transport processes is correct.</p> |
| <p>Beach bypassing</p> <p>Artificial beach bypassing would be necessary.</p> <p>The frequency of beach bypassing is important to get right.</p> <p>There is a concern that artificial beach bypassing may not be able to match the current natural sediment transport processes.</p> <p>Shingle import (beach recharge) may also have to be used in conjunction with beach bypassing.</p> <p>There is a risk that the haven will have a negative impact on the Pagham Harbour SSSI.</p> |
| <p>Proximity to residential area</p> <p>The planning department provided a list of key elements that would need to be addressed as part of a planning submission / Environmental Impact Assessment.</p> |
| <p>Operation of haven</p> <p>It was considered that the general layout of the haven and surroundings was appropriate.</p> <p>It is important to make the best use out of the surrounding area.</p> |
| <p>Coastal management</p> <p>The haven will reduce Chichester District Council's current maintenance requirements of the existing coastal structures (seawall and timber groynes) under the footprint of the haven.</p> <p>The haven's maintenance slipways will provide good access for the council to undertake general beach management activities either side of the haven.</p> <p>Any reduction in beach levels either side of the haven could destabilise the current seawall structures.</p> <p>The haven could restrict the longer term coastal management of the frontages at and either side of the haven.</p> |
| <p>Business Case</p> <p>Selsey Haven has the potential to generate significant operating profits.</p> <p>Before dredging and beach bypassing costs are taken into account, the net profit levels, once the haven is fully operational should be capable of exceeding £150,000 per annum. A sensitivity assessment of a reduction in mooring tariff and occupancy by 20% shows that net profit levels could reduce to around £86,000.</p> |

For beach bypassing, the cost estimate is £64,000 per annum and dredging is an additional £30,000 per annum, totalling £94,000 per annum. This is based upon the latest sediment transport rates of 8,000 cubic metres per annum of shingle bypassing.

6.2 Recommendations

6.2.1 Sediment transport

There are no further recommendations at this stage.

6.2.2 Beach bypassing

The potential impact of the proposed haven on the natural sediment transport processes, even taking into account the proposed artificial beach bypassing, is of concern to the consultees and there is uncertainty over the magnitude of the potential impact. It is recognised that artificial beach bypassing, and potential importation of beach material, would go some way to alleviate these concerns.

Feedback suggests that by moving the haven landward and shortening the proposed entrance arms will have less impact on sediment transport providing a near continuous system can be achieved. There are however still concerns over this.

We therefore recommend undertaking numerical modelling to determine an optimised layout of the haven entrance with the aim of minimising any impact on natural sediment process. Alongside this, numerical modelling will help towards understanding better the quantity of artificial beach bypassing, and any potential beach recharge, that may be necessary.

Numerical modelling will also assist significantly in discussions with regulators over the acceptability of the proposed haven.

The costs associated with artificial beach bypassing could be significant, in relative terms to the forecast net profit of the haven. Numerical modelling will therefore give greater confidence on the operations costs associated with any necessary beach bypassing.

6.2.3 Proximity to residential area

The lawful use of East Beach Green should be established. This will identify whether the haven can move to a more land based option and the likely impacts and objections from Chichester District Council. It has been noted that any loss of public amenity value should be compensated for.

6.2.4 Coastal management

There are no further recommendations at this stage.

6.2.5 Business case

The haven could achieve a profit of £150,000 per year. Sensitivity tests show that this could drop to £86,000 per annum if mooring tariff and occupancy are both reduced by 20%. Further work should be undertaken to increase the accuracy of the bypassing and dredging cost estimates.

6.3 Summary of recommendations

The above recommendations are summarised as follows:

- Undertake numerical modelling to determine an optimised layout of the haven entrance.
- As part of the above determine an optimised beach bypassing, and potential beach recharge beach maintenance regime with a view of minimising operational costs.
- Identify the likely impacts and objections from Chichester District Council if the Haven is relocated onto East Beach Green.
- Further work should be taken to increase the accuracy of the beach bypassing and dredging cost estimates. This would form part of the above numerical modelling work.

7 References

Selsey Bill to Brighton Marina – Regional Shingle Sediment Budget 2013

Selsey Bill to Climping Appendix E – Regional Shingle Sediment Budget 2017

Selsey Bill and the Hounds rMCZ proposed new boundary. Natural England.

SCOPAC Sediment Transport Map. Retrieved from <http://www.scopac.org.uk/sts/eh-pa.html>

SCOPAC East Head to Pagham, West Sussex Literature Review. Retrieved from <http://www.scopac.org.uk/sts/eh-pa-literature-review.html>

Appendix A

Preliminary Consultation Report

This appendix refers to the Stage 1 report reported to Cabinet 7 Feb 2017

Appendix B

Consultation Documents

[See Appendix 1 of Cabinet Report](#)

Appendix C

Consultation Feedback

This is not included in the Cabinet Report as the detail is not relevant to the report

Appendix D

Preliminary Business Case

[See Appendix 2 of Cabinet Report](#)

Appendix E

Ground Condition Sketches

This is not included in the Cabinet Report as the detail is not relevant to the report

Appendix F

Revised Concept Design

This is not included in the Cabinet Report as the detail is not relevant to the report

Appendix G

Revised Layout Consultation Feedback

This is not included in the Cabinet Report as the detail is not relevant to the report

SELSEY HAVEN FEASIBILITY STUDY – VAIL WILLIAMS REPORT

1. Introduction

This commercial viability study is prepared by Ian Froome BSc MRICS, an RICS Registered Valuer and Partner of Vail Williams LLP, 1000 Lakeside North Harbour, Western Road, Portsmouth PO6 3EN.

The purpose of this report is to assist the stakeholders in the proposed Selsey Haven scheme in assessing the likely commercial viability of the operational harbour.

This study is not a development appraisal, so it assumes that the capital funding for the initial development of the haven is provided by other means and is not funded directly from the income generated by the haven business. The purpose of this study is to seek to ensure the ongoing viability of the harbour, such that it is able to self-fund its ongoing operational, management and maintenance needs.

2. Scope of this Report

The intention of this report is to prepare a preliminary business case for the development, construction and operation of the harbour in order to determine its optimum size and capacity. This is to include ancillary operations such as cafes, retail outlets and other businesses considered compatible with the harbour proposal.

We have based our appraisal on research into the local markets to establish anticipated levels of demand and expected pricing points for both leisure and commercial mooring facilities within a new harbour at Selsey. We have also undertaken research into the indicative levels of demand and rental levels that might be anticipated for ancillary business operations.

The conclusions are necessarily relatively generic, particularly in respect of the ancillary retail, restaurant and other business operations. There is no point at this early stage in us being overly prescriptive on building sizes and precise occupiers of a proposed building. Such matters would require firstly detailed input from architects, planners and other professionals to design a detailed scheme that could then obtain planning permission. We are also some years away from the completion of any proposed harbour, so even if we had identified specific likely occupiers of buildings today, then by the time the haven was built, such detailed information would be out of date.

Our approach in respect of the buildings therefore has been to consider the likely general levels of demand for different uses and to establish a reasonable level of rental value that might be expected for such ancillary business operations when placed in Selsey, adjoining a new small harbour development.

3. Leisure Marina Commentary

The Selsey Peninsula lies at the eastern end of the Solent, which is one of the prime leisure sailing areas in the UK. In addition to active yacht racing communities, the Solent benefits

from a wide range of harbours, inlets and marinas giving a range of destinations for leisure day sailors.

These destinations include large cities such as Southampton and Portsmouth, with their busy harbours. Smaller, more leisure orientated sailing towns and harbours include Lymington, the River Hamble and, on the Isle of Wight, Yarmouth and Cowes. There are also numerous quieter harbours, creeks and inlets such as the Beaulieu River in the western Solent, as well as Langstone and Chichester Harbours in the eastern Solent and Bembridge Harbour on the Isle of Wight. Further east is the town of Littlehampton, with its small harbour at the mouth of the River Arun.

The nearest significant leisure sailing destination to Selsey is Chichester Harbour. Although occupying a very large area, much of Chichester Harbour is shallow, including mud banks that dry at low tide. For this reason, it is not a commercial harbour and has therefore remained relatively undeveloped. The harbour is now designated an Area of Outstanding Natural Beauty (AONB) as well as a Site of Special Scientific Interest (SSSI).

The relatively undeveloped nature of the harbour makes it an attractive location for leisure sailing. The relatively narrow channels are restrictive for large vessels, but there is a thriving dinghy sailing community, as well as a large number of leisure marinas and other moorings.

The principal marinas within Chichester Harbour, running clockwise from the eastern side of the harbour entrance can be summarised as follows:

- Sparkes Marina, Hayling Island – this is a circa. 150 berth marina with a sizeable boat yard located on Sandy Point, close to the harbour mouth. The marina is operated by MDL Marinas Limited, one of the country's largest marina operators.
- Hayling Yacht Company, Mill Rythe, Hayling Island – a boatyard with circa. 150 pontoon moorings and a number of buoyed deep water moorings. The pontoon moorings are half tide, meaning they dry at low water.
- Northney Marina, Hayling Island – a 230 berth marina with boatyard facilities, located at the northern end of Hayling Island. This marina is also operated by MDL Marinas Limited.
- Emsworth Yacht Harbour – a 225 berth marina located at Emsworth, in the north western corner of the harbour. This marina also has a boatyard and a small café/restaurant which is well used by locals as well as marina customers.
- Thornham Marina, Thorney Island – this is a boatyard marina which has circa. 100 berths, the majority of which are on drying pontoon moorings.
- Chichester Marina – this is one of the largest marinas in the UK, with over 1,000 berths within a locked basin. The boatyard has recently been redeveloped and provides a range of boat sales, repair and servicing facilities. There is also a restaurant which, like that at Emsworth, generates much of its business from the surrounding community, rather than from marina customers.
- Birdham Pool Marina – this is a circa. 250 berth marina located close to Chichester Marina. It also has a locked basin and a boatyard.

In addition to the above commercial marinas and boatyards, there are a large number of buoyed swinging moorings within the harbour, the majority of which are operated by the Harbour Authority, Chichester Harbour Conservancy.

The harbour also has a number of active sailing clubs. Whilst clubs will often focus on dinghy sailing and, in particular, racing, they do also have many members with larger cruising yachts so sailing clubs will often administer their own moorings, albeit usually swinging moorings that are in turn leased from the Chichester Harbour Conservancy.

In short, Chichester Harbour has a large number of existing moorings for leisure craft, ranging from simple swinging buoyed moorings, to cost effective half tide drying moorings, to full service marinas providing a comprehensive range of services and ancillary facilities. Clearly therefore, any new offer for leisure sailors to be provided within a new haven facility at Selsey will have to compete with the established moorings provision.

Chichester Harbour has the advantage of an attractive setting and sheltered water. The major drawback is the shallow nature of the harbour which means there are relatively narrow and winding navigable channels and a strict 8 knot speed limit. This means that motor boats in particular, must navigate slowly and carefully through these channels before reaching the open sea.

Our research indicates that occupancy levels within the main Chichester Harbour marinas are generally healthy, with occupancy usually reported at over 80% and in some cases 90% or more. This generally high occupancy level is encouraging, indicating that a new small scale leisure moorings facility in Selsey would not face undue competition because if the majority of the existing marinas are at or close to capacity, then this suggests that demand is keeping pace with supply.

It was notable that the Chichester Harbour Conservancy themselves report a rather different picture, suggesting that moorings occupancy is struggling. This however will be a reference to the buoyed swinging and mud moorings that the conservancy manage themselves. It indicates that there is a general move amongst boat owners away from such basic moorings towards the convenience of a walk-ashore pontoon mooring within a boatyard or marina, with all the conveniences that brings, such as parking, showers/toilets and often a range of boatyard facilities.

This suggested move away from swinging buoyed moorings, towards more expensive but more convenient pontoon berths may also be a result of a wider trend within leisure sailing, of an aging demographic. The evidence is still largely anecdotal, but marina managers to whom we have spoken have suggested that their customers are aging, with relatively few younger buyers taking their place.

Whilst this trend is a potential concern, it is counter balanced by the very low rate of new marina construction. The UK as a whole has seen only a handful of new coastal marinas built in the last two decades, due to various factors including planning and environmental constraints, as well as the high cost of construction. This relatively static level of supply of marina berths provides a useful degree of market security, even if demand overall is static, or rising only slowly.

Many south coast marinas saw occupancy levels fall after the 2009/10 recession. Some owners moved their boats to cheaper areas, such as the east coast. Others sold their boats abroad. Since then, the rate of new boat sales has remained modest, at least in comparison with pre-recessionary levels. However the lack of new marina development has meant that most marinas have seen occupancy levels recover and almost all have been able to increase their mooring prices in recent years, generally keeping pace with inflation.

The table below identifies the 2017 annual mooring prices for leisure boat marinas in Chichester Harbour. This is expressed per metre per annum including VAT. The information is either gathered directly from the marina or from the Practical Boat Owner magazine April 2017 Marina Moorings Guide.

| Marina | Tidal Access | Annual mooring rate, £ per metre incl. VAT |
|------------------------|--|--|
| Sparkes Marina | All tide access | £593 |
| Hayling Yacht Company | Dries at low water, access at HW +/- 2 hours | £275 |
| Northney Marina | All tide access | £622 |
| Emsworth Yacht Harbour | Access at HW +/- 2 hours | £365 |
| Thornham Marina | Dries at low water, access at HW +/- 2 hours | £234 |
| Chichester Marina | Locked basin, access at HW +/- 4 hours, possibly all states for shallow draught and neap tides | £471 |
| Birdham Pool Marina | Locked basin, access at HW +/- 3 hours | £401 |

A new leisure boat marina at Selsey could have the benefit of comparatively deep water. Provided that the dredging regime can be cost effectively maintained, the marina could be accessible at all states of tide, which makes it superior in this respect to many of the Chichester Harbour marinas.

This does not necessarily mean that a leisure boat marina at Selsey will be a prime location. The entrance to a small harbour here will be somewhat exposed to southerly winds so it could be tricky to enter and exit, particularly in rougher seas. A marina at Selsey will only appeal to boat owners wanting direct access to the open sea, and not to those who cruise around the harbour. This means that its market might well be limited to mainly motor boaters who do not wish to be restricted by the harbour speed limits.

It is our expectation that a leisure boat marina at Selsey would have a relatively limited market. We may be wrong, and there may be sufficient demand for it to charge higher mooring fees, but for the purpose of this feasibility study we have adopted a prudent approach of assuming that mooring fees will need to be below those of the main “full service” Chichester Harbour marinas to ensure that it fills. We have therefore adopted a rate of £300 per metre, per annum, including VAT.

4. Commercial Moorings Commentary

The Selsey Fishermen's Association is understood to comprise approximately 40 members, with up to 20 boats at present. We should not however necessarily design a haven at Selsey solely around the current fishing community because fishermen's needs will vary and the haven will last for many years, so it must be able to accommodate the changing needs of its users.

We have therefore assumed that up to 30 commercial berths will be made available within the new haven. We have assumed an average vessel size of 12 metres in length. This is an average and the eventual design must ensure that some larger boats can be accommodated if necessary.

Additional commercial moorings might be used by other businesses, notably dive operators. The waters of Selsey and the eastern side of the Isle of Wight are popular with leisure divers as there are a range of attractions including the Mixon Hole, other reefs and a large number of wrecks to explore. There are limits to this popularity, however and the Solent is certainly not as popular as, say the West Country with leisure divers. Diving in the Solent is more challenging, with often limited visibility and a tidal range of over 5 metres on spring tides, which is notably higher than the waters west of the Isle of Portland.

We would not expect many dive boats to be based permanently at Selsey. There is just one local dive operator, Mulberry Divers who have shop premises nearby. The majority of dive boats are however smaller vessels, commonly rigid inflatables. Such boats are ubiquitous amongst dive clubs who will trailer them to appropriate launch sites, depending on their chosen destination. It is therefore possible that dive clubs may wish to visit a haven from time to time, but on a daily visitor basis and not as permanent berth holders.

The majority of diver visitors to the haven are likely to be relatively self-contained. Some will be local commercial operators, but many will be clubs which tend to have their own smaller boats, towed to site and launched from the nearby slipway. In addition, their local spend will be minimal, they might buy a snack from a café, or various consumables such as gas and air from the local dive centre. They are unlikely however to be major retail consumers.

Similar comments will probably apply to dinghy sailors. These will almost all be members of local clubs which would all have their own clubhouse facilities. Dinghies and other small racing boats will rarely venture outside of Chichester Harbour, so there is little point in establishing sizeable and expensive facilities for small boats when the take-up may be minimal. There is, in addition an existing slipway a short distance to the north on East Beach.

There may be other commercial mooring customers, but they are unlikely to be significant in income terms. These could be charter vessels or passenger trip boats of various kinds. These could be offering day fishing trips, or high speed "thrill" rides. There are a number of these operators in The Solent but they tend to operate from larger population centres, especially Southampton, where there is a much larger potential catchment. There is likely to be space at Selsey Haven for such operators, but we would not expect material levels of demand, at least not on a permanent basis.

The mooring prices that fishermen and other commercial users will be prepared to pay will be different to those paid by leisure boat owners. Owners of leisure craft will have a choice

of other leisure marinas, the pricing structure for which is visible and is outlined in the section above. At present however, the majority of Selsey fishermen will be paying little or no mooring fees, especially those who currently haul their boats up the beach. Some may be paying the Crown Estate mooring fees for a swinging mooring just off the beach, but these will be relatively modest when compared to a pontoon berth within a sheltered harbour or marina.

One tendency that must be resisted is any suggestion by the fishing community that they are contributing to the harbour by donating their existing land and facilities so they should expect a free or heavily discounted mooring within the haven in perpetuity. Such an approach would materially harm the future day to day viability of the haven business. The preferred approach would be to purchase the land at an appropriate market value in order to facilitate the construction of the haven. This would then allow commercial berths to be offered to all commercial users on the same terms, irrespective of whether they were previously on East Beach or not.

It has been estimated in discussions with representatives of the Fishermen's Association that the potential savings to the fishermen of being able to operate from a sheltered harbour year round could be up to £2,000 per boat. No doubt some fishermen will not see this level of saving, but that may be because some existing practices are unsustainable in the long run in terms of health and safety. One example is the practice of using a winch to haul a boat onto a publicly accessible beach.

We have based our income projections on a commercial moorings rate of £200 per metre, including VAT or £167 plus VAT. This will mean that a 12 metre vessel pays £2,000 plus VAT, with lower pricing for smaller boats. This represents a significant discount compared to leisure moorings, but this is quite common, especially when harbours are specifically designed for use by local fishermen and other commercial operators.

We have not sought to benchmark the commercial mooring rates with other commercial harbours, such as those at Ventnor or The Camber in Portsmouth. This is because the characteristics of each site and the benefits available to its users might be very different. Also we are conscious that this report is likely to be in the public domain and the details of specific agreements made between commercial operators and harbour operators may be confidential. In due course a benchmarking exercise could be worthwhile, but as a separate exercise with appropriate levels of confidentiality.

5. Commercial and Retail Buildings

The fishing fleet at present operates from a collection of buildings within compounds to the rear of the beach. It is proposed that these would be replaced by the haven development, so alternative provision will need to be made for the storage of fishermen's equipment, etc. This is most likely to comprise a compound within which each operator is allocated space and/or buildings. It might comprise a large single building which is sub-divided into individual units. There might in addition be some alternative storage provision. One innovative solution used in Bembridge Harbour is that the fishermen's pontoon there is wider than usual and includes storage bins along its length to enable the fishermen to store some items next to their boats, but without obstructing the pontoons and jetties.

The access to and from the fishermen's jetty would need to be straight forward, allowing easy loading and unloading from boats to vans and vice versa. Vehicular access to the bridge head is essential, as is somewhere for general maintenance of equipment to be undertaken.

We would expect the majority of the fishermen's compound to be used for these activities of general equipment storage and maintenance, so the compound and its buildings would be largely ancillary to the fishing operation and would not generate any extra income themselves. This therefore raises the likelihood that fishermen would require such facilities to be provided in order to enable them to pay a sensible mooring fee for their boats and to seek an additional rent for space within a compound or buildings might be unsustainable. However this cannot be an open invitation to the fishermen to take as much space within a compound as they like. Perhaps a sensible compromise would be to allocate a certain provision of storage compound and/or covered storage space to each fishing berth, with any additional space required being chargeable at a commercial rent. The exact layout of the site and the precise floor areas will need to be determined later, at the detailed design stage of the haven.

There may also be demand for facilities to store and process the fishermen's catch. This could include salt water tanks or it could be fish processing units. Provision may also be needed for the retail sale of fish, but this does suggest that the business model needs to change away from simply landing the catch and selling to wholesalers, towards a more integrated model where the fishermen are more directly involved in the processing and sale of the catch to retail customers, be they private individuals or local restaurants and the like.

It is not our task to establish ways of encouraging the fishing industry to develop such a sales model, but it is prudent to ensure that any outline designs for the harbour include the potential for fish processing and retailing operations to take place on site.

There will be potential for other commercial uses that are not so directly related to the fishing industry to be included. This could be cafes and restaurants, or it could be more general retailing.

The consultation and research has indicated that there should be an opportunity for a higher quality seafood themed restaurant to take advantage of the attractive water front position overlooking the harbour and the beach and specialising in locally caught fish.

The demographics of Selsey itself may be such that a higher quality restaurant would need to draw customers from a wider catchment, particularly Chichester and the downland villages to the north. However, there are quality restaurants south of Chichester, such as the Crab & Lobster at Pagham and Crouchers at Birdham to prove that a high quality restaurant offer can be successful south of Chichester.

In our view a separate café type establishment could co-exist with a higher quality restaurant. A café would offer drinks, snacks, breakfast etc, and its market would be day trippers, divers and other harbour users, as well as being drawn from the local area.

The potential demand for retail units is very difficult to forecast. It is likely to be a highly seasonal demand, with potentially high levels of passing footfall during the summer but virtually none in winter. A retailer or restaurateur has to pay the rent and the bills all year round, including in winter and this creates its own challenges in a location such as this.

There are lessons to be gained from other water front developments along the south coast. One example is the Port Solent Marina development in Portsmouth Harbour. This is a large marina with over 800 berths, so much bigger than Selsey. It is located just off Junction 12 of the M27 and within the catchment of the city of Portsmouth. Surrounding the marina is a mixed use development including housing, a gym, a multiplex cinema and a development of shops and restaurants known as The Boardwalk. This development did well during the 1990s when there were few other options, but in the late 1990s and early 2000s its market share fell rapidly, with the opening of the Gunwharf Quays development, as well as the development of other multiplex cinemas in places such as Chichester and Fareham. The Boardwalk has, in recent years reinvented itself as primarily a restaurant location, with some niche retailing. What this scheme tells us is that it is not enough to just provide shops alongside a marina, in the expectation that customers will flock to them on a year round basis.

The town of Newhaven has a marina and a small harbour but demographically it is well behind the more affluent area of Brighton. There is a small parade of retail units alongside the Newhaven Marina and occupiers include a dive centre and a café. Other units are occupied by an army surplus store and a charity shop, neither of which have any link to the marina or the water. There is in our view a danger that if too many retail units are constructed at Selsey Haven, then there will remain empty units that will need to attract opportunistic and low rent paying traders such as those that have filled the empty units at Newhaven. This flies directly in the face of the originally stated aspiration of “high class retail outlets” as envisaged in the original draft Business Plan.

It is therefore essential that any retail and commercial offer at Selsey Haven is designed in such a way that units are flexible, both in terms of their use and the size of individual trading units that can be created. One solution would be a single block of up to say 5,000 sq ft that could be subdivided in a flexible manner to allow individual units to be repurposed and resized as market conditions and demand levels change over time.

We have had to assume building areas and rental levels for the sake of our outline viability assessment. We have assumed a total of up to 3,000 sq ft of café and restaurant space, with 2,000 sq ft of retail space. In time, the overall subdivision of this space may well change as the detailed design of the haven develops.

At this early stage of a proposed development it is difficult to establish what market rental levels might be appropriate for commercial buildings. This should be a very different development to Selsey High Street so there is little point in seeking evidence there. Similarly, it will be far smaller than other marina based developments such as The Boardwalk at Port Solent, although that does at least provide some guidance. Rents at The Boardwalk peaked at over £25 psf but then fell away to under £20. Rents of over £20 psf are not uncommon for leisure related development, such as those on the edge of towns, albeit that unit sizes tend to be much higher than those envisaged here at Selsey.

We have taken a prudent approach to the assessment of rental values, basing our appraisal on a rental value of £15.00 psf for the café and restaurant space, with a rent of £10.00 psf for the retail space. These are general estimates of rental value and assume leases to local traders based upon internal repairing leases, with the payment of a service charge to cover repairs to the exterior and common parts of the building.

Some initial studies indicated that there may be scope to develop other uses here, such as a hotel or even offices. We would not expect demand from any major hoteliers for accommodation at a small harbour development such as this and we do not see East Beach in Selsey as being a sustainable office location. If, following the completion of more detailed design work, there is spare land available then it might reasonably be offered to the market to ascertain levels of demand for alternative or ancillary uses. However, we would not recommend any expenditure on development of such ancillary facilities at this stage.

6. Harbour Design and Capacity

The initial Feasibility Studies prepared by Royal HaskoningDHV have provided an indicative land area available for development. Royal HaskoningDHV have also undertaken initial work outlining the size of a potential marina or harbour basin. This has indicated that there may be scope to accommodate up to 150 vessels. For the purpose of this report, we have assumed a total of 130 vessels. This is firstly because we have taken a prudent approach just in case the size of the overall basin has to be reduced at a later stage. It also allows for generous spacing between vessels, for example to allow room for storage bins on pontoons for fishing equipment, should they be deemed desirable.

Another reason for a lower density marina development is because of the need for clear separation between the fishing/commercial moorings and leisure moorings. The owner of a shiny GRP power boat will not want to moor next door to a commercial fishing boat. Similarly, fishermen will not want to have to take care of an adjacent fragile GRP cruiser when engaged in their day to day work.

Therefore, there should be entirely separately pontoons created for leisure and commercial operators. This could easily be achieved, provided that the need for this separation is incorporated into initial design phases.

We have outlined above the scope for ancillary commercial development as well as a fishermen's compound or similar. There will also need to be ancillary facilities provided to directly service the moorings basin. This should include a marina office which must have clear sight of the marina and its entrance to enable a manager to have a clear overview of the harbour operations. The marina must have showers and toilets, with facilities for leisure berth holders being separated from any publicly available WCs. It may sound clichéd, but it is un-deniably true that the quality of the showers and toilets go a long way to ascertaining the overall standard of any marina within many customers' eyes. Modern marina developments now have high quality facilities, for example including slate and granite worktops, high quality tiling, flagstone floors and recessed lighting. As well as providing an attractive and prestigious feel to a marina development, such finishes are also hardwearing, thus reducing maintenance expenditure.

The Yacht Harbour Association produces guidance for minimum standards in terms of the number of WCs, showers, etc for a given size of marina. Our preference would be to include unisex family bathrooms, comprising cubicles that contain a shower, wash basin and WC. This provides flexible accommodation and is very popular with families, particularly those with smaller children.

We have concluded that it would be appropriate to allow for 30 commercial moorings. We understand that there are currently in the region of 20 fishing vessels likely to require

accommodation within a haven, so to provide 30 commercial moorings allows some head room, as well as space for other commercial operators.

Assuming a total capacity of 130 berths, indicates that the leisure provision within the marina could be up to 100 vessels. The design should seek to maximise the available berth sizes, after all a smaller vessel can moor on a larger berth but not vice versa. We would expect the likely demand to be from a range of boat sizes and we have assumed a maximum of 12 metres (40 feet) in length. This should be revisited at the detailed design stage, once more is known about the precise size of the harbour and expected water depths. Our appraisal is based upon an average leisure boat size of 10 metres, which we consider a sensibly prudent approach.

The moorings pontoons should include services bollards providing electricity and fresh water supplies. The electricity will be metered and would be re-charged at cost.

The haven should also provide fuel sales facilities. Leisure boaters may well require fuelling from time to time, but the commercial and fishing operators will certainly need to refuel. If fuelling facilities are not provided within the haven, then fishermen will be tempted to use fuel cans and other unsatisfactory methods.

In addition, the fuel must be offered at a competitive price, again to discourage unsafe practices and ensure that all vessels use the appropriate fuelling facilities. We have assumed within our model that the gross margins on fuel will be minimal because of the need to ensure that it is properly used. It is our experience that in many marinas, fuel sales are usually considered by the marina operator to be a service to customers, rather than a significant profit centre in itself. We have adopted a similar approach here.

7. Trading Projections

We have prepared a set of indicative Profit & Loss Forecasts for a proposed Selsey Haven over the first five years of its operation. The income figures are informed by the commentary outlined in this report. We have made assumptions as to the rates at which the commercial and leisure berths will fill, assuming that it will take longer to fill the leisure moorings than it would the commercial and fishing boat berths. We have assumed maximum occupancy of the leisure berths at 80% of capacity which, given that the majority of Solent marinas now report over 80% occupancy levels is, in our view, a prudent approach. We have also adopted a mooring rate of £300 per metre including VAT which is a competitive figure when compared with the other Chichester harbour marinas that offer deep water moorings.

Our conclusion is that over the first five years of operation the haven should be able to generate a sustainable income level of over £300,000 per annum once it is trading to capacity. This includes the rental income to be generated from the commercial buildings as well as the moorings. It does not however include any additional development such a fish processing plant, etc.

We have made what we consider to be reasonable allowances for operating costs and overheads. This includes a figure for a rental to be paid to the Crown Estate, assuming that at least part of the haven development extends below the high water mark, onto Crown owned sea bed. The Crown Estate would generally seek a proportion of moorings income as their rental basis. We would expect that, because the majority of the haven is to be built on

dry land, with only a small proportion on Crown sea bed, that this percentage will be quite modest. We have however adopted a full rental in order to provide a prudent and robust profit projection.

We have also made assumptions as to the likely staffing levels and costs. A small harbour of this nature should be relatively efficient to operate, requiring limited staffing levels. We have assumed up to three full time equivalent employees. This assumes that there is no need for a powered cill gate or similar at the marina entrance. If there is a need for such plant and machinery needing 24 hour manned operation, then the staff and general operating costs may well increase.

We have made allowances for other operating costs that we consider to be reasonable given our experience and knowledge of other marina operations elsewhere in the UK.

These initial costs projections do not include any costs for the dredging of the harbour or its entrance, or for beach bypassing operations. The extent of these operations will clearly be the key to ensuring the viability of the overall scheme. These are dealt with in a little more detail below.

Subject to the various assumptions set out in their report it is our opinion that the Selsey Haven marina has the potential to generate significant operating profits, provided that it can be run efficiently and provided that its design and promotion enables it to secure reasonable levels of occupancy, both in respect of leisure moorings and commercial building tenants. Before dredging and beach bypassing costs are taken into account, we would expect the net profit levels, once the harbour is fully operational should be capable of exceeding £150,000 per annum. This is assessed on an EBITDA basis, which is commonly used for assessing the day to day trading performance of moorings operations.

Our trading projections reflect a net profit margin of circa. 50% of the fully trading turnover level, which we consider to be a reasonable level given our knowledge and experience of other marina trading operations.

| Trading Projections | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|--------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Annual mooring income | £173,000 | £199,980 | £227,482 | £255,515 | £258,070 |
| Building rents | £52,000 | £52,000 | £52,000 | £52,000 | £52,000 |
| Diesel sales gross profits | £6,000 | £6,060 | £6,121 | £6,182 | £6,244 |
| other/misc income | £1,000 | £1,010 | £1,020 | £1,030 | £1,041 |
| Total Turnover / Gross Profit | £231,000 | £258,040 | £285,603 | £313,696 | £316,313 |
| Overheads & expenses | £156,240 | £152,346 | £153,074 | £158,014 | £160,969 |
| Net Profit (EBITDA) | £74,760 | £105,694 | £132,529 | £155,683 | £155,344 |

8. Dredging and Beach Bypassing

The Royal HaskoningDHV Report outlines in detail the need for beach bypassing to deal with the build-up of material at the harbour entrance. The cost of such operations are a matter for the Royal HaskoningDHV Report, but if the harbour is to remain commercially viable, then the bypassing and dredging operations have to be funded from the trading profits of the marina.

It is our estimate that trading profits should be capable of achieving a minimum of £150,000 per year. You will need to ensure that some of this surplus is set aside for irregular larger maintenance items, such as eventual replacement of pontoons, electrical equipment, etc. It would be our recommendation that you should aim to keep the cost of beach bypassing and dredging operations to no more than £100,000 per annum as an absolute maximum in order to ensure the long term viability of the Selsey Haven Scheme.

Selsey Haven - Socio-Economic Impact Study

Final

for

**Selsey Fishermen's Association, Selsey Town Council
and Chichester District Council**

12th September 2017

Prepared by:

Bruce Nairne &
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Executive Summary

The Selsey Haven Project

A partnership of Selsey Fishermen's Association, Selsey Town Council and Chichester District Council [the Funding Partnership] are investigating the viability and potential benefits of building a Haven at East Beach, Selsey.

The aims of the project are to:

- Secure the future of Selsey's fishing industry, by improving safety conditions and enabling more of the local catch to be sold locally at market prices;
- Provide a destination point to attract higher spending visitors to Selsey and the Manhood Peninsula; and
- Provide facilities for leisure boats, diving crafts and other boats.

Over the medium term, the new Haven is expected to stimulate the local economy and provide new jobs for local residents.

This socio-economic impact report is one of two studies that have been commissioned to inform the Selsey Haven project. It assesses how the links between the proposed Haven and the town centre can be strengthened, through a separately commissioned wayfinding paper, undertaken by Wolfstrom Design; considers how facilities could be improved or developed; and includes quantitative estimates of the potential local economic impacts, using Net Present Values, based on a range of scenarios. A technical and viability study has undertaken by Royal Haskoning DHV.

The viability study recommends a Haven with around 130 berths, of which 30 will be reserved for fishermen and the remainder for leisure boats. In addition, there is planned provision for a small number of commercial uses, the aim of which will be to enable a higher proportion of the local catch to be processed, prepared and sold directly from the Haven. The fishermen's pontoons will be separate from the leisure pontoons, as their safety and storage requirements are different.

The technical study provided low and high estimates of the development, construction and maintenance costs for a Haven with 50, 75 and 100 berths. If the construction costs are adapted for a 130 berth Haven, they are likely to be around £13m at the low end and £22.8m at the high end. These estimates and the income and operational cost estimates have been used to inform the quantitative component of this socio-economic impact study.

Selsey's Economy

Selsey has long been a focus for regeneration plans, largely because of it is amongst the least affluent parts of the local area. There is evidence of low educational attainment, an ageing local population and a high volume of lower paying employment, which makes it difficult for young people and families to afford the high cost of housing in Selsey. However, it is not a particularly deprived area by national standards. Indeed, it is very popular with older people, in particular, because of the high quality of its natural environment, its tranquillity and its unspoilt coastline. It is also a popular visitor destination, primarily due to the location of Bunn Leisure at West Beach. Whilst this helps to sustain businesses in the town centre, the number of Holiday Park visitors who use Selsey's facilities is thought to be lower than it could be.

Fishing is an important part of Selsey's heritage. Selsey Crab and Lobster is a highly valued dish in some of London's top restaurants and hotels and over £1m of fish is landed at the port every year. However, fishermen's working conditions are dangerous, as they launch directly from the beach, whilst the value of the landed catch has not kept pace with the cost of living. Much of the value of fishing is in the processing, preparation and selling of the fish, rather in the catch itself.

Furthermore, changes in wind direction patterns, rising sea levels and more volatile weather conditions associated with climate change have all put the future of fishing in Selsey under threat. Many people believe that this important part of Selsey's heritage will not survive over the medium term, unless action is taken to improve conditions and infrastructure for the fishermen.

Links between the fishermen and the local community have weakened over time and only around 5-10% of the catch is sold locally at market prices. The absence of a Haven also restricts other marine activities in Selsey, such as diving, whilst the town does not benefit from leisure boat visitors who sail within the Solent area.

The site of the proposed Haven is East Beach. It is a largely unattractive area with poor public realm and unsightly commercial units linked to the fishing industry. There are a small number of direct sales fishing outlets, but these are not easy to locate and seem somewhat intimidating to potential customers, set amongst fishermen's pots and processing huts that give the area an unkempt feel. Further west, next to the new Lifeboat building, Potter's Fish sells prepared fish directly to customers and it appears to have stimulated demand.

The East Beach Kiosk offers little, if any, local produce and whilst the Lifeboat Inn is near to the beach, close to the newly opened RNLI lifeboat station and visitor centre, there is no food and drink

facility that has direct access to the sea. There is also little evidence of the fishing industry in the town centre, as there is no local fishmongers, whilst the food and drink offer in the town is often considered moderate, limiting the attractiveness of Selsey to visitors.

Links Between East Beach and the Town

The links between the town and the fishing industry are not as strong as they could be. There is little evidence of the significance of the fishing industry in the town centre and, whilst there is some direct sales activity, it is difficult to locate and uninviting to potential customers. The public realm in the East Beach area, where the proposed Haven will be located, is tired and appears largely uncared for and there is little signage that links the beach with the town centre.

Arguably, much could be done to improve the links between the beach and the town centre with or without the construction of a Haven, including improving signage and public realm, holding events that specifically focus on promoting local crab and lobster and working closely with key businesses, such as Bunn Leisure to sell directly into the holiday camp visitors at West Beach.

Improving and Providing Facilities

Both the viability study and consultation to inform this report have set out what the main Haven users' would expect in terms of facilities. These include:

| | Technical Users | Leisure Users | | |
|--|-----------------|---------------|---------------|----------------------|
| | Fishermen | Divers | Leisure Craft | Non sailors |
| Parking | Yes | Yes | Yes | Yes |
| Easy access to pontoons, boats and water | Yes | Yes | Yes | Yes For the views |
| Mooring pontoons | Yes | Yes | Yes | |
| Electricity and water supply on pontoons | Yes | Yes | Yes | |
| Boat ramp access | Yes | Yes | Yes | |
| Fuel sales | Yes | Yes | Yes | |
| Boat storage | | Yes | Yes | |
| Repair and maintenance facilities | Yes | | Yes | |
| Fishermen's facilities: <ul style="list-style-type: none"> • Processing facility • Bait and catch storage • Processing facility | Yes | | | |

| | | | | |
|---|-----|-----|-----|-----|
| <ul style="list-style-type: none"> • Pot storage | | | | |
| Divers' facilities: <ul style="list-style-type: none"> • Somewhere to wash, store and dry diving gear • Compressor for filling air tanks • Small diving facility | | Yes | | |
| A good quality café/restaurant | | Yes | Yes | Yes |
| Modest food and drink facilities | Yes | Yes | Yes | Yes |
| Good quality shower and toilet facilities | Yes | Yes | Yes | Yes |
| Small retail unit | Yes | Yes | Yes | Yes |
| Public amenity space for education and interpretation | Yes | Yes | Yes | Yes |

In the short term, temporary or 'container' structures could be developed or purchased to provide a focus for new all year round events and retail sales activities. Typical 'container' units are 14.6m in length, 2.6m wide and 2.9m in height and are easily transportable and can be joined to create larger units.

Well designed storage, better signage and improvements in the exterior of the commercial units at East Beach would make a significant difference to the area and make the direct sales outlets more accessible to visitors. The East Beach kiosk could be repositioned and, in partnership with local fishermen, could become a focus for selling local produce.

Other Havens, Harbours and Initiatives to Support Local Fishing

There have been several developments elsewhere that have sought to regenerate local communities through havens and harbours and other initiatives to improve the local value of fishing. Some of these appear to have been more successful than others.

A £1.8m Coastal Community Fund award helped to reinvigorate a £2.5m fishing industry project in Amble, Northumberland. This involved re-establishing the infrastructure for buying and selling local produce and taking a step-by-step approach to developing the food tourism market by providing huts that could be rented on very short term leases to sell local produce and arts and crafts.

Ryde Harbour, which has 140-berths for leisure boats attracts 21,000 visitors each year and makes a small annual surplus on its operating costs. Its development has stimulated wider improvements to facilities and visitor accommodation along the esplanade.

Bembridge Harbour has much greater capacity than the proposed Selsey Haven. It is considered to be well-equipped with good facilities for users and has helped to regenerate the village.

Ventnor Haven, however, which was built in 2003, is too small to be financially viable, whilst its wider regeneration impacts are thought to have been modest. Technical issues mean that it has resulted in it costing Isle of Wight Council tens of thousands of pounds a year just to maintain it, whilst mooring income is negligible.

Economic Impact Estimates

The Haven could provide **additional £12m to the local economy** over a twelve-year period. However, more work will need to be done to engage private sector interest in the project or in related developments in other parts of the town that are dependent on the construction of a Haven. A Haven could have a catalytic effect on the local area, but this is difficult to precisely quantify at this stage.

Given this, the impact estimates that have been produced are based on additional income associated with new and/or higher spending by visitors, mooring and rental income to the Haven and the impact of selling a larger share of the catch locally at market prices. Net Present Value estimates for the period 2017/18 to 2028/29 (Years 1-12 years) have been made, with the Haven assumed to open in Year 3. Three Baseline Scenarios have been used, reflecting the range of potential prospects of Selsey's fishing industry over the medium term:

- Baseline Scenario 1: 0% annual decline in the volume of landed catch in the Do Nothing Option
- Baseline Scenario 2: 10% annual decline in the volume of landed catch in the Do Nothing Option
- Baseline Scenario 3: 30% annual decline in the volume of landed catch in the Do Nothing Option.

In addition to the Do Nothing options, the impact of the Haven, including and excluding construction costs, has been included for each Baseline Scenario, using the following options:

- Low cost/low benefit
- Low cost/high benefit
- High cost/ low benefit
- High cost/high benefit

The table below shows the Do Nothing and total Net Present Value estimates for the Low Cost/High Benefit and High Cost/Low Benefit options for each Baseline Scenario for the period 2017/18 to 2028/29, as these represent the best and worst case scenarios.

Table 1: Low Cost/High Benefit and High Cost/Low Benefit options for each Baseline Scenario

| Baseline Scenario 1 | DO NOTHING | | LOW COST/ HIGH BENEFIT | | HIGH COST/ LOW BENEFIT | |
|---------------------|-------------|--------------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| | | | Including Construction Costs | Excluding Construction Costs | Including Construction Costs | Excluding Construction Costs |
| Total Benefits | +£7,878,536 | Total Additional Benefits Years 1-12 | -£5,160,505 | +£7,618,495 | -£17,239,245 | +£3,207,155 |
| Baseline Scenario 2 | DO NOTHING | | LOW COST/ HIGH BENEFIT | | HIGH COST/ LOW BENEFIT | |
| | | | Including Construction Costs | Excluding Construction Costs | Including Construction Costs | Excluding Construction Costs |
| Total Benefits | +£4,795,544 | Total Additional Benefits Years 1-12 | -£2,350,981 | +£10,428,019 | -£14,335,169 | +£6,111,231 |
| Baseline Scenario 3 | DO NOTHING | | LOW COST/ HIGH BENEFIT | | HIGH COST/ LOW BENEFIT | |
| | | | Including Construction Costs | Excluding Construction Costs | Including Construction Costs | Excluding Construction Costs |
| Total Benefits | +£2,264,336 | Total Additional Benefits Years 1-12 | -£557,157 | +£12,221,843 | -£12,352,240 | +£8,094,160 |

The greatest potential impacts are in Baseline Scenario 3, because the Haven will prevent the loss of the fishing industry altogether and provide additional economic value to the local economy. If construction costs are not included, the estimated Net Present Value over the twelve-year period is just over £12.2m. However, if construction costs are included, there is a small negative Net Present Value (-£0.5m).

In all cases, there are economic benefits to the local area of constructing the Haven, if the construction costs are not included. Once they are included, the quantitative benefits become more questionable over the twelve-year period, although this does not discount greater potential benefits over the longer term.

Recommendation 1: Develop a Selsey Haven Funding Strategy

The potential benefits of the Haven rest on securing public resource for its construction or firmer evidence of private sector interest in associated developments that are dependent on its construction. Without this investment, there appear to be significant risks to the viability of Selsey’s fishing industry over the medium to long-term.

Given this, the Funding Partnership should consider commissioning a funding strategy and bidding process to secure public sector funding that could help deliver the Selsey Haven ambitions. The strategy would identify relevant and appropriate European, National, Regional and Local funding programmes and opportunities. These could include the European Maritime and Fisheries Fund, the Department for Agriculture, Environment and Rural Affairs, the Coast to Capital Local Enterprise Partnership's Local Growth Fund, the Coastal Communities Fund and West Sussex County Council and Chichester District Council's capital investment programmes that support the delivery of their economic development and visitor economy objectives.

Recommendation 2: Commission a Soft Market Testing Exercise to Establish Private Sector Investment Interest

The Funding Partnership should consider commissioning a soft market testing exercise to test the appetite and interest of relevant maritime or harbour institutions, which may have an interest in the long-term operational management of Selsey Haven. Such an exercise would test the level of private sector interest, potential investment opportunities and may help to identify further commercial development opportunities that may be needed to ensure that a sustainable and financially stable Selsey Haven can be delivered.

Recommendation 3: Develop trails and improve signage

The links between East Beach and the Town centre are not as strong as they could be. They would be enhanced through an effective wayfinding and signage strategy informed by community consultation.

A good-value and short-term solution would be to create interpretation wayfinding trails, connecting the town centre with East and West Beaches and connecting East and West Beaches themselves. Similar trails for cyclists could cover a wider area in the Manhood Peninsula.

A proven and robust solution could be to embed designs into the paving/ground works from the high street (and back) along the pedestrian walkways and the peninsula seafronts. Typically made from metal – e.g. steel, brass – the interventions that would make up the trails could be developed and agreed through a community engagement and consultation programme.

Recommendation 4: New Temporary Commercial Units or Concession Opportunities

While the Haven project progresses through the funding and planning stages, the Funding Partnership should consider developing and delivering short term incremental investment opportunities that align with the Haven's overall ambitions, but which could see economic benefits and returns to the town more quickly and at lower risk.

This could include locating temporary 'containers' or units and concession opportunities for food or retail units that could help local fisherman and others to sell local catch and other produce, with the aim of attracting additional visitors to the area or retaining a greater proportion of spend from existing visitors.

Recommendation 5: Employ a Seafood Sales & Marketing Champion

The Selsey Fishermen's Association already provides a co-ordinating function for Selsey's fishermen and has started initiatives to improve the links between the industry and the town. However, there may also be merit in seeking funding to recruit a Seafood Sales & Marketing Champion who would act as an administrator and sales co-ordinator on behalf of the fishing community to secure licences, comply with regulations and develop partnerships and initiatives to improve the profile of the fishing industry within Selsey and across Sussex, positioning it as a key Sussex Food and Drink partner.

Recommendation 6: Develop and Host Crab and Lobster Events

An established Haven would provide a clear focal point for a Crab and Lobster Festival, which could showcase the local produce, provide demonstrations and competitions on how to dress and eat crab and lobster.

The new Seafood Sales & Marketing Champion could work with Bunn Leisure to design and host food festivals and events in their Leisure Park, thereby taking local produce and activities direct to a wider customer base.

Recommendation 7: Improve the Public Realm at East Beach

The public realm around East Beach is currently unattractive and would need to be enhanced with or without a Haven. This has to involve working with businesses occupying the commercial units to establish in more detail how best to store equipment, contain unpleasant odours and improve the exteriors of the units so that the area appears more cared for and inviting.

This could also include repositioning the East Beach Kiosk so that it becomes a stronger focus for local produce, improving signage and access to other direct sales outlets in the area, and making adaptations to encourage more leisure water users.

A proposed timetable and indicated costs range for each activity is set out in the Table overleaf. This will need to be further defined with precise and detailed briefs for each element of work.

Table 2: Recommended Action Timetable and Cost Range

| Recommendation and Activity | | 2017/2018 | | 2018/2019 | | | | Forecast Cost Range |
|-----------------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|--|
| | | 3rd quarter | 4th quarter | 1st quarter | 2nd quarter | 3rd quarter | 4th quarter | |
| 1 | Funding Strategy | | | | | | | £10,000 to £15,000 |
| 2 | Soft Market Testing | | | | | | | £15,000 to £20,000 |
| 3 | Wayfinding Strategy and Implementation | | | | | | | £50,000 to £75,000 |
| 4 | New Temporary Commercial Units | | | | | | | £5,000 per unit, £10,000 to £15,000 planning and design fees |
| 5 | Seafood Sales & Marketing Champion Post | | | | | | | £25,000 FTE per annum |
| 6 | Crab and Lobster Events | | | | | | | £2,000 to £4,000 per event |
| 7 | Public Realm Improvements | | | | | | | £10,000 to £15,000 |

1. Introduction

1.1 Background

In Spring 2017, a partnership of Selsey Fishermen's Association, Selsey Town Council and Chichester District Council [the Funding Partnership] commissioned *Marshall Regen Ltd*, in partnership with Nairne Ltd, to undertake a study into the potential socio-economic impacts of a proposed Haven at East Beach, Selsey. Specifically, the study aimed to:

- Assess how the potential of East Beach can be maximised;
- Identify complementary links between the High Street, the town centre and the proposed Selsey Haven; and
- Consider improvements in and the creation of local facilities, including the kiosk, beach showers and changing facilities.

The consultants' brief stated that the study should be set clearly within the current and future socio-economic and strategic context of Selsey, the Manhood Peninsula and Chichester District.

The study is one of two studies that have been commissioned to consider options for a Haven at Selsey. Royal Haskoning DHV undertook a technical and commercial viability study for the Haven. This report has informed and been informed by both these studies and there has been close collaboration between the consultancies throughout.

1.2 Methodology and Approach

The socio-economic impact study has involved the following main activities:

- A desk review of strategies, research papers and plans that provided the socio-economic context for the study, including previous feasibility studies and consultation documents that have been produced with the aim of stimulating the Selsey economy;
- Analysis of fishing data, to provide an estimate of fishing volumes and values in Selsey, relative to other fishing ports;
- Two site visits to understand the physical context for the study, including the relationship between the East Beach and the town centre and the range of current activity at the site and in other parts of Selsey;

- A visit to the Isle of Wight to identify lessons that could be learned from Ventnor Haven and Ryde Harbour’;
- A separately commissioned Selsey Placemaking and Wayfinding paper, produced by Wolfstrome Design, to establish how the potential of East Beach could be maximised and how links between East Beach and Selsey town centre could be improved; and
- A consultation programme of 18 interviews with key partners and businesses that have an interest in Selsey and have local insights into the potential beneficial and adverse impacts of a Haven, and how and by whom it might be used. A list of consultees that have participated is provided at Annex A.

Quantitative estimates of the potential impacts of the Haven have been derived using the following sources:

- Construction and development cost estimates produced by Royal Haskoning/DHV;
- Operational costs and income estimates of the proposed Haven, once it is operational, produced by Vail Williams;
- UK fisheries statistics produced by the Marine Management Organisation;
- The market value of UK fish, produced by Seafish;
- Visitor spending estimates produced by Tourism South East;
- Methodological and formulae guidance provided in the HM Treasury Green Book and the Homes and Communities Agency Additionality Guide, Fourth Edition; and
- Quantitative estimates of spending and costs by fishermen and divers from consultation interviews.

The report includes quantitative estimates of the potential local economic impacts, using Net Present Values, based on a range of scenarios.

1.3 Report Structure

The remainder of this report has the following sections:

Section 2: Setting the Context. This section considers the socio-economic context for the study. It provides a short summary of local socio-economic conditions and considers the role of the fishing industry in Selsey.

Section 3: A New Haven at Selsey. This section provides the strategic rationale for a Haven and sets the case for public intervention.

Section 4: Examples from Elsewhere. This considers experiences of other similar initiatives aimed at stimulating local employment and economies, particularly on the Isle of Wight.

Section 5: Maximising the Impacts of the Proposed Haven. This section provides a summary of the preferred option for the Haven, considers how initiatives that could link the proposed Haven with the town centre and the wider area, and discusses potential users and their facility requirements.

Section 6: Assessing the Quantitative Economic Impacts. This provides a range of scenarios to estimate the potential quantitative economic impacts of the Haven on the local area. It draws on the technical and viability studies, which provide estimates of capital and revenue costs and considers what the potential impacts of additional visitor spend and retained landed catch sales could have on the local economy over a twelve year period.

Section 7: Conclusions and Recommended Actions. This section summarises the findings from the previous Sections, and provides short and medium practical recommended actions for improving the links between the fishing industry and the local community.

2. Setting the Context

2.1 Location and Physical Characteristics

Selsey has a population of around 11,000 people and is located at the southern tip of the Manhood Peninsula in Chichester District, West Sussex.

The B2145 provides the single route into Selsey from the A27 and the city of Chichester, which is nine miles to the north. Portsmouth is located around 23 miles away to the west and Brighton & Hove is around 40 miles to the east. Routes to and from Portsmouth and Brighton & Hove both rely on using the busy A27 trunk road. There is no railway station at Selsey, so access is almost exclusively by road, though cycle and walking paths also exist.

Bracklesham Bay, Medmerry and the Witterings, all popular beach locations, are located to the west of Selsey and Pagham Harbour, which is a Nature Reserve, a Special Protection Area and a Site of Special Scientific Interest (SSSI) is located to the east. Chichester Harbour is designated as an AONB. It is located on the west side of the peninsula north of and adjacent to the Witterings.

The long sunlight hours, mild climate and open skies of the Manhood Peninsula make it one of the England's most attractive locations for agriculture and tourism, in particular.

Selsey itself is known for its natural, unspoilt coastline, the crab and lobster that are landed by its fishermen, and the Selsey Bill headland. Bunn Leisure is also a very popular destination for families, particularly during the summer season. Selsey is also a well-known diving destination because it has good, quick access to the sea. Selsey's iconic off-shore lifeboat station saw its last launch in April 2017 and the RNLI has built a new on-shore boathouse to replace it.

Despite these assets, the Peninsula has very low-lying land, meaning that many areas within it are at risk of flooding. Furthermore, coastal erosion, rising sea levels and more a challenging sailing environment threaten the area's social and economic future and, in particular, the viability of Selsey's fishing industry.

2.2 Socio-Economic Characteristics

Selsey's relatively remote location makes the town attractive to many older people who enjoy its tranquility and natural environment. However, like many small coastal towns in the UK, it has struggled to adapt to changing economic conditions and consumer tastes, although tourism (particularly linked to Bunn Leisure) is an important feature of the local economy. This relative decline has meant that there are few good quality jobs to support local working families. Selsey's small size, its poor accessibility and the low levels of educational attainment and skills within the local population all make it difficult to attract significant investment from outside.

However, it is important not to overstate the socio-economic challenges within Selsey. It may lack the affluence of many neighbouring areas, but deprivation levels are not that high by national standards. Of the seven Lower Level Super Output Areas (LSOAs) that make up Selsey and the surrounding area, only one (LSOA 014A, located in the north east of the town) is within the top 40% of most deprived local areas in England. No LSOA is amongst the 10% most deprived by any domain or sub-domain.

In terms of living environment, it is one of the least deprived local areas in England. The deprivation that exists appears to relate mainly to education and skills. This is supported by Census 2011 data, which show that nearly a third (31%) of Selsey's adult residents have no formal qualifications and that fewer than one in five (18%) holds a degree or equivalent qualification. In 2017, The Academy, Selsey was assessed by OFSTED as "requiring improvement" and only 51% of its 15 year olds

achieved Grade 'C' or better in English and Maths in 2016.

Consultation feedback suggests that employment opportunities are limited and that, where they exist, they are not generally in high paying sectors, although it is recognised that the horticulture sector locally does provide higher paid technical posts. This, in combination with high house prices, is thought to make it difficult for working families and means that Selsey risks losing its young people to areas where there is a broader range of opportunities. There may be some evidence to support this. Around one third (32%) of Selsey's resident population is aged 65+ years, only just over half (54%) of its residents are working age. Just 15% of residents are aged 16-34 years.

In 2011, the levels of economic activity (78%) and employment (73%) were reasonably high, but jobs within Selsey were quite heavily concentrated at lower and intermediate level occupations. Skilled Trades (16%) and Caring, Leisure and Other Services Occupations (16%) accounted for around a third of all local jobs in 2011 and over half (54%) of the town's residents were in broad social classes C2 (skilled manual occupations) and DE (semi-skilled and unskilled manual occupations; unemployed and lowest grade occupations).

2.3 Business in Selsey

In 2016 there were 385 businesses in Selsey, three quarters (74%) of which employed 0-4 people. Manufacturing, construction, care services and tourism are all important parts of the local economy and the fishing industry has been an important feature of Selsey for generations. Long term structural changes have provided major challenges to many of the town's traditional industries, but it remains a significant tourism destination, in the summer months, in particular.

Bunn Leisure is a major local business. Other well-known local businesses include Nature's Way, Ocean Air and Check-A-Trade. Indeed, Nature's Way is a major employer supplying a significant proportion of Tesco's salad range.

Bunn Leisure has over 2,300 static caravan pitches, 250 touring pitches and 250 touring tents and at peak times, it accommodates 14,000 visitors – more than the population of Selsey itself. A high proportion of the caravans on the site are owned by visitors. This may explain why Selsey has such a high number of repeat visitors and why its visitors are disproportionately families with children. Other visitors who are attracted to Selsey include horse riders, walkers, divers, cyclists, birdwatchers, sailors and photographers, whilst Selsey is also used for university marine biology and oceanography field trips.

Facilities for tourists in Selsey are generally thought to be in need of improvement. Apart from the holiday camp, good quality visitor accommodation is limited and there are few good places to eat and drink. Consultation feedback suggests that there may be a lack of dynamism within the town, which hinders attempts at making the visitor offer more attractive. There is thought to be limited connection between the beach and the town, signage is considered poor and some of the public realm is uninviting and tired. The area around East Beach, the site of the proposed Haven has a small kiosk, which largely sells burgers, a children's' play area and one or two, rather hidden, direct sales fishery outlets. However, there is no focal point and little to attract visitors. Indeed, the wayfinding study that informed this report found that the limited signage was aimed at motorists, rather than cyclists and pedestrians, and that the East Beach area "felt run down and not particularly inviting".

Selsey is not a particularly affluent town, but nor is it a particularly deprived one. Based on much of the data, Selsey seems to function adequately, if unspectacularly, and its most appreciated assets appear to relate more closely to its natural environment than to its economic development. However, high housing costs and modest employment opportunities make it difficult to retain young people, whilst its fragile coastline and climate change challenges threaten its economic future, particularly its fishing fleet.

2.4 Fishing in Selsey

Selsey has a long history of fishing and Selsey Crab and Lobster are still highly valued in top quality London restaurants. The industry lands over £1m¹ of catch each year, making it one of the busiest fishing ports in Sussex and Hampshire and, according to some estimates, its value to the local economy ranges from £1.5m to £2.0m per year.

Selsey's fishermen currently access their vessels directly from the beach and, until recently had paid only minimal mooring fees. The current situation can be dangerous, particularly in adverse tidal and weather conditions, and this reduces the number of days that Selsey's fishermen can spend at sea.

When weather conditions are particularly challenging, some of the larger vessels are launched from the relative safety of nearby Chichester Harbour. This adds to mooring and fuel costs and results in lost fishing time. Furthermore, this is not a viable option for fishermen with smaller vessels, because of logistical issues and the additional costs. This means that they can be unable to get to

¹ <https://www.gov.uk/government/statistical-data-sets/uk-and-foreign-vessels-landings-by-uk-port-and-uk-vessel-landings-abroad>

sea for days at a time during the winter.

The recent increase in wind and swell from the south east, instead of the prevailing south west, has made conditions for beach launches even more dangerous, whilst rising sea levels are gradually reducing the amount of available beach area from which the fisherman can launch. This further reduces the number of fishing days available for fishermen.

In addition, the value of the landed catch has hardly changed in twenty years, whilst fuel, housing and other costs have increased significantly over the same period. All these factors, combined, threaten the viability of Selsey's fishing industry, unless action is taken to address them.

The industry struggles to attract new recruits and the links between the fishing industry and the local community do not appear to be as strong as they used to be, perhaps because of the pressure on fishermen to concentrate on their core activity. Community activities, such as the annual 'Crabbing Race' and the 'Charity Angling Competition' no longer take place, and consultation feedback suggests that the noise and activities of the fishing industry can cause annoyance amongst some local residents who have moved to Selsey for its tranquil lifestyle.

The Selsey Fishermen's Association was re-established in 2006 in order to improve co-ordination within and representation of the fishing industry in the town. It now has around 40 members, but the £1m annual catch is spread thinly.

Whilst fishing itself may be more difficult to make viable than in the past, there is more value in preparation and sales. Like all industries, Selsey's fishermen have to adapt to changes in market demand. According to Seafish², in 2016 the sales value of a kilo of crab was £18.68 nationally, but its landed value in Selsey was £1.34 per kilo. Nationally, the sales value of lobsters was £26.16 per kilo, but its landed value in Selsey was £11.35. Based on these figures, the difference between sales and landed value of Selsey crab and lobster in 2016 was around £3.2m.

Consultation feedback to inform this report suggests that, like many coastal industries Selsey's fishermen have found it difficult to adapt to changes in market demand. Value does not solely come from the catch. Increasingly it comes from how that catch is prepared and sold. However, according to several consultees, it can be difficult for fishermen to engage in activities that are ancillary to actual fishing.

² Seafish is a non-departmental body, which was set up by the Fisheries Act (1981) to help improve efficiency and raise standards in the UK seafood industry

There is no fishmonger in the town centre; there appear to have been limited attempts to develop initiatives that showcase local fishing within Bunn Leisure, and both the retail and gastronomy offer in Selsey town centre are, with exceptions, considered to be moderate. At peak times, Bunn Leisure is unable to cater for most of its visitors, but this does not seem to benefit local businesses as much as it could.

Consultation feedback suggests that the new Asda store development, which opened in June 2017 could lead to standards within the town rising and may help to retain spending that currently leaks out to Chichester and other neighbouring areas, where the retail and leisure offer is thought to be better.

Selsey has many events and festivals, but there appear to be none that are specifically branded around what it is best known for – crab and lobster. Rye, for example, has a Scallop Festival, Whitstable an Oyster Festival, Cromer & Sheringham a Crab and Lobster festival and Clovelly in Devon has an annual Herring Festival.

There are direct sales from East Beach and some local catch is sold in local farmers' markets, but this is thought to be fairly low volume, perhaps accounting for no more than 5%-10%. Furthermore, current direct sales outlets are unattractive and intimidating to potential customers and the East Beach kiosk, which could showcase local produce, is uninspiring and does not sell local fish.

3. A New Haven at Selsey

3.1 The Rationale for a Haven

The rationale for constructing a Haven at Selsey is the belief that doing so will deliver economic and employment benefits to the local area.

It is believed that its construction will:

- Provide safe mooring for the town's fishing industry, enabling them to go to sea in more challenging tidal and weather conditions;
- Provide improved facilities to enable catches to be unloaded and processed more safely and efficiently;
- Improve the safety and attractiveness of East Beach for visitors, by removing winch wires and providing storage for fishermen's pots;
- Create a destination point for Selsey, which could include a range of maritime related

facilities that will attract visitors to spend in the local economy;

- Provide more opportunities for fishermen to sell directly to the public, retaining a greater proportion of the sales value of their catch; and
- Provide a new destination for leisure boat users, divers and others.

Specifically, it is widely believed that without the construction of a Haven, the future of Selsey's fishing industry is in jeopardy, for the reasons set out earlier in this report. A new Haven is also seen as an opportunity to address and improve Selsey's tourism offer and attract additional visitor spend. In addition, the facility is expected to improve coastal protection by protecting the current seawall and reducing the costs associated with its maintenance.

3.2 The Strategic Context

From a strategic perspective the Coast to Capital Local Enterprise Partnership (LEP), West Sussex County Council and Chichester District Council all recognise the importance of making best use of the Sussex coastline and natural resources to support economic development.

The Coast to Capital LEP's Strategic Economic Plan (2015) recognises the transport and flood-risk constraints to economic growth along the Sussex Coastal Corridor. However, it identifies tourism and food and drink as important local sectors and that the development of a marine "offer" in key locations could also support regional economic development priorities.

West Sussex County Council's economic development priority of focusing on the 'Beautiful Outdoors' includes developing facilities and promoting events and initiatives that promote the county's natural environment to attract new visitors.

One of Chichester District Council's four strategic economic development priorities is to make the best use of the District's natural and cultural assets, with the particular aim of supporting the visitor economy. This includes leading and supporting actions to develop the local food and drink sector; developing and growing the District's marine and coastal related activities, and improving and diversifying the retail and leisure offer in its coastal locations.

Indeed, Chichester District Council might consider contributing some capital investment towards the construction of the Haven, but this seems likely to be dependent on securing match funding from elsewhere and a clear demonstration that, once built, income from the Haven would cover the costs of running it.

The Sussex Downs and Coastal Plain Local Development Strategy, which was developed to inform Rural Development Programme for England (LEADER) funding allocations also identified supporting the food and drink sector and developing a robust year round economy as key local priorities.

The Manhood Peninsula Destination Management Plan (2011-2015) sets out plans to increase the total visitor spend, but not at the expense of the environment. It states that attracting additional visitors in the high season is “not sustainable”, so it recommends focusing on activities that extend the season and promoting new activities, such as walking and cycling and promoting its current assets, including local produce, recreational opportunities and the area’s scenic qualities.

The Selsey Community Vision (2011) stresses the importance of preserving the unique character of Selsey without stultifying progress; providing suitable employment, leisure opportunities and housing to meet the needs of a mixed community; and providing a focus on sea defences and environmental sustainability, particularly with reference to Selsey’s reliance on tourism. Improving visitor attractions and making better use of the seafront, fishing and heritage (including the possibility of developing a boat haven), improving signposting and cycle paths and retaining a greater proportion of spend locally, have all previously been identified as priorities for Selsey residents.

3.3 The Case for Public Sector Intervention

The consultation to inform this report has not, to date, identified any significant private sector developer interest in the Selsey Haven concept. This might emerge as the question of commercial viability becomes clearer. However, given that, at present, it appears to be primarily a public sector-driven initiative, it is helpful to consider the justifications for public sector intervention.

According to the Government’s Treasury Green Book, the case for intervention is usually founded on some sort of market failure. The rationale for public sector intervention in the case of Selsey Haven appears to relate to ‘additionality’. That is, the belief that the construction of the Haven will increase output and/or employment within the town, or will prevent future adverse impacts. The consultation highlighted a small number of concerns about the potential adverse impact of constructing a Haven on existing businesses. The extent to which these concerns are justified would need to be explored in detail as the project develops.

In the case of regeneration initiatives, such as the Selsey Haven project, it is important to be clear about who the intended beneficiaries are, what benefits are expected to accrue to them and how

these will be achieved. Our understanding is that the Selsey Haven project is primarily intended to benefit Selsey fishermen, the Selsey visitor economy and to provide a focus for the wider Manhood Peninsula visitor economy.

4. Examples from Elsewhere

There are examples of similar projects that have been developed elsewhere, which are worth considering within the context of the Selsey Haven project. Some of these have been more successful than others and not all have involved the construction of a Haven.

4.1 Ryde, Isle of Wight

In 1990/91 the local council spent £1.1m on developing a harbour arm at Ryde. Ryde Harbour is used exclusively by leisure craft. It has 104 permanent berths, where boats are charged £120 per metre per year. There are also 40 visitor berths where charges are £1.25 per metre per night.

According to Isle of Wight Council, there has been significant redevelopment of the seafront since the Harbour was built: Hotel frontages have been upgraded, there is a new ice cream parlour and the bowling green has been improved, for example. Although it now has toilets and showers and there is car parking space for 330 cars next to the harbour, its facilities are poor compared with what leisure visitors expect. There are also no electricity points at the berths, which prevents many leisure visitors from stopping overnight. Security is also not as tight as many visitors expect.

Between 2013/14 and 2015/16 the direct costs of running the Harbour averaged £62,144, excluding a £29,456 that was spent on repairing the wall following storm damage in 2014/15. Berth fees averaged £67,169 per year over the same period (excluding income from the Small Ports Recovery Fund to pay for repairing the damage to the harbour wall), and there was an additional £947 miscellaneous income, on average, each year. Based on these figures, income from berth fees just about covers the operating costs at Ryde Harbour, but the surplus to reinvest is modest. Once Local Authority costs are included, the Harbour potentially operates at a £30k loss. Adding such public sector costs to the venture could have longer term implications when reviewing the type of organisation that could operate similar harbours in the future.

The Harbour receives 21,000 visitors and these are also likely to contribute to the local economy, even if much of the spending may be displaced from other parts of the Isle of Wight. According to Visit Isle of Wight holiday day visitors spent, on average, £24.10 per trip and staying visitors spent,

on average £195.14 per trip.

It seems likely that the majority of visitors to Ryde Harbour will be day visitors, given the poor quality of its facilities and because leisure boat visitors have other harbours where they can moor. If 100% of the visitors are day visitors, harbour users could be expected to spend around £506,000 in the local economy each year; if 90% were day visitors and 10% staying visitors, this would rise to around £865,000; and if 80% were day visitors and 20% staying visitors, this would rise again to around £1,225,000 per year. This would only be additional if none of these people would have visited Ryde had the Harbour not been built, however.

4.2 Amble, Northumberland

Not all regeneration initiatives related to fishing involve the construction of harbours. Amble, in Northumberland, has had a harbour since 1830, but its fishing fleet had still fallen to around six vessels. The town, itself, was still struggling to adapt to new market conditions. The population of Amble is 6,400 of whom 76.4% are economically active. Only just over two-thirds (68.9% of jobs are full time and the remainder (31.1%) are part time.

Northumberland County Council was looking to develop food tourism across the county and Amble was identified as a suitable focus for this.

At the time, the seafront was inaccessible, car parking near the harbour was poor, and most of the fish that was landed was transported to Peterhead, with little of its market value being retained within the town. Perhaps like Selsey, the infrastructure that linked the buying and selling of local catch had broken down. Fishermen saw themselves just as fishermen, but the added value was increasingly elsewhere. They found it difficult to find the time and energy to provide the coordination and administration that was required to re-establish it.

Northumberland County Council in partnership with Amble Development Trust, Amble Town Council, business representatives and the wider community of Amble secured £1.8million of grant funding from the UK Government's Coastal Communities Fund to develop a new small business village on the harbourside.

The total cost of the project was £2.5m, of which £1.8 was secured from the Coastal Communities Fund, aimed to transform Amble into a visitor destination excelling in seafood; attracting new visitors, creating jobs and helping to sustain the wider economy of the area. The proposals included opening up and enhancing the harbour and waterfront and working with local businesses, including

the fishing community, food retail outlets and other waterfront and town centre businesses, to create a distinctive local seafood offer.

Key aspects of the project included:

- The creation of a new 'harbour village' comprising 15 new small business 'huts' and a seafood centre;
- Creation of a new waterside promenade linking the harbour, marina area and Braid – in turn connecting through to a Sustrans cycle route;
- Improvement at Leazes Street of the physical connection between the existing Town Square and harbour village, leading on to other quayside areas beyond;
- Relocation of the Coquet Shorebase Trust to provide new and improved access to the waterside along with creating a new harbour-side development on the site of the old Shorebase Trust buildings;
- The establishment of a 'Seafood Sales & Marketing Champion' post, to add value to the catch landed by the fishing fleet at Amble and other coastal communities in Northumberland;
- The establishment of a harbour village market co-ordinator post, to manage and promote the delivery of the harbour village including the development of a marketing plan linked to wider initiatives by Northumberland Tourism; and
- The establishment of a training and skills programme.

There were no pre-conceived plans to open a fish restaurant, as it was thought that this would happen if local entrepreneurs could see a viable market for it. Instead, a low risk, staged approach to regenerating the area was taken. This then started to attract the interest of local business people. A local chef opened up a restaurant, specialising in local fresh fish and then an ice cream parlour, with access to the sea, was opened. Amble now hosts the Northumberland Seafood Centre, the Creel Fish Club and a Lobster Hatchery and it holds regular educational events and activities, including the Annual Seafood Week.

The 15 huts established to encourage new business start-ups are fully occupied with 13 new businesses and 2 extensions to existing businesses, providing a mix of crafts, food and clothing, adding to the towns retail offer.

This innovative project has already:

- Attracted inward investment through luxury apartments and extensions to existing business;
- Facilitated the creation of at least 1,000 sq. m of commercial floorspace and 1,900 sq. m of tourism accommodation;

- Created/sustained a minimum of 55 FTE jobs;
- Attracted private sector investment of £4.6m;
- Advanced the masterplan of Coquet Enterprise Park;
- Enhanced the business support offer to provide 1:1 support to Amble based businesses; and
- Improved car parking provision to facilitate town centre movement and an enhanced visitor experience.

4.3 Bridlington Harbour and Marina, East Riding

Bridlington has a population of approximately 35,000, but at the height of the tourist season this rises to nearly 100,000. Like Selsey, it has a low wage economy and low educational attainment amongst its school leavers. However, it is a major shellfish port, with 45 fishing boats and lobster is one of its major catches. Other than the fishing industry, employment is largely in tourism, retail and health & social care.

In 2017, Bridlington Harbour Commissioners secured £3.5m of Local Growth Funding from the Local Enterprise Partnership to undertake design and pre-construction work for Bridlington's Yorkshire Marina and Harbour project, which is anticipated to conclude at the end of 2018.

This is a major planned regeneration project that is expected to involve £50m of public sector investment and lever a further £50m of private sector commercial waterfront investment. It will include:

- A new main south pier and an extension to the north pier;
- Improved facilities for the town's fishing fleet, including vessel maintenance and storage facilities;
- A new 250 berth marina for leisure vessels;
- Enhanced arrangements for the town's pleasure boat operators;
- Space for firms involved in the maintenance of offshore wind energy installations; and
- Additional quayside space for operational use, as well as for potential hotel, commercial, leisure, residential and car parking development.

4.4 Ventnor, Isle of Wight

Ventnor Haven was built in 2003 at a cost of £1.8m, with most of this being met by Single Regeneration Budget funding. At the time, turnover of the fishing fleet was around £180,000-£200,000 per year – well below that value of the landed catch at Selsey. Fishermen used to launch

their vessels directly from the beach. It was thought that the construction of the Haven would improve the economic viability of the town's fishing industry by providing a "safe facility for launching and landing of fishing vessels and unloading fish, with the provision of amenities that could be used by pleasure craft for recreational and angling trips".

In 2007, the 'Ventnor Haven Fishery' was opened, with the specific aim of landing and selling locally caught seafood (including crab and lobster) and supplying local pubs and restaurants. The aim was also to encourage regeneration of the seafront and create a location for visitors. Turnover at the port was forecast to increase to around £800,000 after six years and it was forecast to contribute to a 10% increase in visitor numbers to the town.

The impact of the Haven at Ventnor has been, at best, mixed. There is now a Harbourside fish restaurant and coffee shop, boat builders, boat charter, a fish landing stage with fishery outlet, a fish and chip shop and shower facilities. It also hosts events, which have included the Honda Motorbike Dealers day, the Thundercats and the P1 Race Series, and Shanklin Sailing Club's annual Ventnor Cup Race.

According to its website, Ventnor Haven has improved the efficiency of the local shellfish industry. It suggests that tonnage of fish landed at Ventnor now far exceeds "many other ports and harbours on the south coast of England" and that many fishing boats drop their catch off for wholesale from Ventnor Haven, which in turn supplies many local pubs and restaurants. However, evidence from documentation to inform this paper suggests that the Haven continued to be loss-making for some years following its completion.

Ventnor Haven can only accommodate around five vessels and with annual mooring fees at £220 per month, it is too small to be viable. It is also only suitable for landing in favourable weather conditions because it is difficult to navigate. It only attracts a small number of leisure craft each year, few of which stay for more than a few hours. Indeed, the only significant income that the Council receives from the Haven comes from the fishery outlet, which pays rent of around £12,500 per year.

A major problem with the Ventnor Haven is that it accumulates seaweed, a potential issue that was not identified during the feasibility studies to inform its design. The rotting seaweed causes unpleasant odours that drift along the seafront and into the town, unless remedial action is taken. Isle of Wight Council, which took over the Haven in 2013, spends £75,000 per year just on removing seaweed from the Haven and redesigning it to remove the seaweed problem would cost an estimated £750,000.

Officially, the Haven has helped to improve the efficiency of the local shellfish industry and has provided “a significant impetus for the regeneration of Ventnor seafront, the Eastern Esplanade and the town generally”, including over £10m of investment in the development of previously vacant sites. However, Isle of Wight Council is more circumspect about its impact. It continues to be a considerable cost to the Council and the benefits are considered to be negligible. Whilst the fishing fleet has got bigger, this was from a very low base. The original vision was for the Haven to be a catalyst for regeneration, including employment and economic growth, but the Council believes that its regeneration benefits have been, at best, modest and that it is just too small to have had the wider regeneration impacts that were intended.

4.5 Bembridge Harbour

The Bembridge Harbour Improvements Company (BHIC) acts as the Bembridge Harbour Authority (BHA) and consults with local stakeholders and the community via the Bembridge Harbour Advisory Group. The Harbour is a largely drying lagoon and it has more than 800 moorings and berths, most of which are for locals. However, there is a visitors’ pontoon at the Duver, which has access to water and electricity (which is charged for additionally), where most boats are able to remain afloat at all sides of the tide.

The harbour’s facilities include a ‘galley locker’ with light refreshments, a street food truck and on-site café, which is open for six months in the summer; Wi-Fi, which is charged; toilets and showers; laundry facilities and waste removal.

Bembridge Boat Storage, a dry stack operation that stores ribs and sports boats, is located on the Harbour and there are two local sailing clubs, both of which provide hospitality to visiting yachts. There is also a local sea angling club and the harbour is the base for Bembridge Redwing racing yachts.

Berthing rates vary by pontoon. Annual rates range from £250 to £385 per metre; summer six month rates from £228 to £357 per metre; winter six month rates from £81 to £120 per metre; one month summer rates from £45 to £73 per metre; and Daily berthing fees from £2.65 to £3.50 per metre.

5. Maximising the Impacts of the Proposed Haven

This section considers how the benefits of the proposed Haven can be maximised, including a consideration of the facilities that are likely to be required by potential users and how links between the Haven and Selsey town centre can be strengthened.

5.1 Selsey Haven – the Preferred Option

The preferred option for the site that has been identified by Royal Haskoning/DHV is located at East Beach, Selsey. Vail Williams has recommended that there should be 130 berths. This includes 30 for Selsey's fishermen, which would be separate from the berths for leisure and other craft.

The aim is for the Haven to be accessed in heavy sea conditions and the entrance will be excavated to below Mean Low Water Spring tide level in order to provide an all-tide facility. The mooring basis will have three sets of floating pontoons and there will be access to the slipway for launch and recovery of craft, and for harbour maintenance. The quaysides and pier will be kept clear of any significant buildings in order to maintain access for vehicles and reduce visual impact.

To the south, there will be a fishermen's compound and the public facilities will be to the north of the Haven, both of which will have direct access to Kingsway. The design includes beach ramps.

In addition, it is proposed to provide new commercial facilities including a 2,000 sq.ft café / restaurant; a 1,000 sq.ft café / restaurant; and two 1,000 sq.ft retail units.

The Haven business case is confident that there is sufficient demand for such a Haven, if it has the right facilities, whilst its wider impact will be greater if it connects well to Selsey Town centre and the wider Manhood Peninsula area.

If construction costs are not included, it has the potential to be commercially viable, although its level of profitability will depend on the level of annual dredging and maintenance costs.

5.2 Strengthening Links Between the Haven and the Town centre

This report has already identified that links between East Beach and the town centre are not as strong as they could be. What signage that exists is aimed at motorists, rather than pedestrians and cyclists; there are few intermediate attractions that will lead people from the town centre to East Beach; and there seems little evidence of the local fishing industry in the town centre.

Interventions that aim to strengthen the links between the potential Haven and the town centre can be both physical and not physical and, ideally, should involve a community engagement process.

To illustrate the current links and establish how the potential of East Beach could be maximised and how the links between East Beach and Selsey Town centre could be improved, *Marshall Regen Ltd* commissioned a specialist independent Selsey Placemaking and Wayfinding paper, undertaken by Wolfstrom Design. A copy of this paper and its findings is appended to this report.

Improving Signage

For pedestrians and cyclists, good signs should clearly indicate distance, directions and average walking or cycling times. They should be also placed at more regular intervals than for motorists and they should highlight notable intermediate landmarks, so that people are confident that they are on the right route.

Better pedestrian and cycle signage could also link East Beach with West Beach and, for cyclists, in particular, create stronger links to Pagham Harbour for example.

Developing Trails

Selsey currently has a small number of interesting static information boards, but it is not clear how much they are used and they appear somewhat tired. Selsey and the Manhood Peninsula have a significant amount that is of cultural and environmental interest, but this is not yet as accessible as it could be. Constructing a heritage centre creates a static site and requires revenue costs with little prospect of significant income generation.

The challenge is to make information about Selsey and the Manhood Peninsula come alive and for it to have a dual function of both informing people about Selsey and of leading people along key routes that pass points of interest, without incurring significant on-going revenue costs.

Information trails are a potentially good way of doing this and of connecting destinations. If they are done effectively, they can be popular amongst families with children, which make up a high proportion of Selsey's visitors, particularly at Bunn Leisure.

One option would be to embed designs into the paving along routes from the High Street to East Beach (and even West Beach), which provide direction and distance, but which also provide

historical or marine wildlife facts about the area.

The precise content, trail path and themes would need to be informed by a wayfinding strategy and effective community engagement.

A 'Seafood Sales & Marketing Champion'

Consultation evidence suggests that the links between the fishermen and local restaurateurs and retailers could be strengthened. Whilst there are some local restaurants that sell good quality local produce, there appears to be scope to develop this further. It is unrealistic to expect the fishermen to do this themselves, given the nature of the work that they do and the paperwork and co-ordination that would be involved in developing the infrastructure effectively.

There may, therefore, be merit in investing in employing a co-ordinator, or 'Seafood Sales & Marketing Champion', whose role would be specifically to develop trading links between the fishermen and retailers and restaurateurs within the local area. This would include, but extend beyond Selsey town centre, and could include active engagement with the Sussex Food Network to promote Selsey crab and lobster as a key part of the Sussex local food offer.

Hosting Crab and Lobster Events

Selsey hosts a number of popular events, but none of them focus specifically on what it is most well-known for: Crab and lobster. An established Haven would provide a clear focal point for a Crab and Lobster Festival, which could showcase the local produce, provide demonstrations and competitions on how to dress and eat crab and lobster, for example. There are many other areas, which have such branded events and whose reputation for specific local fish is not as strong as Selsey's.

There may also be scope to host events and activities at and partnership with Bunn Leisure where there is a high concentration of visitors. These could include food demonstrations, food tasting and actively promote marine life / heritage in and around Selsey.

5.3 Providing and Improving Facilities

Fishing Industry

Selsey's fishermen currently access the sea from the shore, using winches to pull their boats out of

the water. This practice is dangerous and it prevents the fishermen going to sea when tides and weather conditions are unfavourable. Consultation feedback suggests that fishermen work around 200 days each year, but for around 40 of these, they have to go to Chichester Harbour, which costs around £20-£30 per trip, which reduces fishing time considerably. In addition there are annual mooring fees of around £600 to pay.

Around 10-15 fishing days per year are also thought to be lost when fishermen cannot sail out of Selsey because of the direction of the wind. Excluding the lost fishing days, savings on mooring fees and fuel could amount to around £1,800 per year per vessel. The draft viability report has assumed a mooring fee of £2,000 per 12-metre vessel per year. Assuming 80% capacity, berth income from fishing vessels would be around £48,000 per year and assuming 90% capacity, it would be £54,000 per year.

Required Facilities for the Fishing Industry:

- The fisheries side of the Haven would need to be plain.
- Somewhere for the fishermen to moor/land their boats,
- Somewhere to store bait and catch (perhaps including salt water tanks pumped from the sea);
- A processing facility;
- A small retail sales outlet;
- Somewhere to store pots;
- Fuel sale facilities;
- Facilities to do repair and maintenance work; and
- Parking with easy access to the pontoons.

Facilities for Divers

Mulberry Divers is located in the shopping parade at East Beach. It operates a diving boat from Selsey beach, which does, on average, 100 trips per year. There used to be six diving clubs near to Selsey, but now the nearest to Mulberry Divers is in Portsmouth. Diving, like sailing, is a leisure activity, so it is vulnerable to economic, as well as weather conditions and the age profile of divers is getting older. Nevertheless, Selsey is considered to be a good place for divers because it is possible to dive off the beach as well as off boats. Local divers, who live within 1-2 hours of Selsey often come for short visits and use the beach and will spend little; day trippers, who often come from London will generally need something to eat between dives; and weekend visitors will generally stay

in local bed and breakfast accommodation.

Spending by divers appears to be quite modest, with boat trips are £25 each. It seems unlikely that they spend more than around £30 each per trip on food and accommodation, which would mean that divers currently spend around £25,000 in the local economy each year in addition to spending on the boat trips. There is also likely to be some spending by divers who dive directly from the beach, but this is likely to be modest.

The Haven could increase the volume of diving activity, however, by making Selsey much more attractive to diving and others. There are British Sub Aqua Clubs throughout the UK. Currently, some come to Selsey for diving trips, but the numbers are limited because there is nowhere secure to store their vessels overnight. A Haven may mean that 2-3 hard boats could operate out of Selsey and, if it had the right facilities, it could also increase average local spend by visiting divers.

Required Facilities for Divers:

- Good access to boats and the water (ramps);
- Parking that is close to the boats, and which allows cars with trailers to get in and out;
- Pontoons that can accommodate trailers;
- Air filling facilities and a gas compressor;
- A small retail unit/ diving training facility;
- Boat storage on floating plastic blocks, so that they are out of the water;
- Modest food and drink facilities;
- Fuel sale facilities;
- Somewhere to store and dry diving gear; and
- Toilets that are open as much as possible.

A changing facility is not considered of paramount importance for divers.

Leisure Boat Users

Consultation feedback provided mixed views as to the likely demand from leisure users. Some people believed that the sailing industry was facing challenges relating to the ageing profile of the sailing community, whilst reducing disposable incomes was impacting adversely on leisure activities, such as sailing. The close proximity of Chichester Harbour, which is easier to sail from because it does not have the rocks that are around Selsey, is also thought to make the leisure

market more challenging.

Others believed that there was a shortage of berths around the Solent and the viability study suggests that harbour occupancy rates are around 80% and improving. Furthermore, East Beach is also used by people with dinghies, paddle boards, kayaks and water skis, all of whom could be encouraged to spend more locally.

Ensuring that there are the right facilities is, therefore, essential for encouraging leisure boats to moor. Consultation feedback suggests that berth sizes should take account of the trend towards larger boats and facilities should include electricity and water supply on the pontoons, and toilets and showers. There should also be a café or restaurant facility, or somewhere that would attract leisure visitors and enable them to eat and drink, and there needs to be sufficient parking spaces with easy access to the Haven.

Required Facilities for Leisure Boat Users:

- *Electricity and water supply on pontoons;*
- *Good quality toilet and shower facilities;*
- *A café and/or restaurant that is of sufficient quality to attract leisure boat visitors;*
- *Sufficient parking with easy access to the Haven; and*
- *Fuel sale facilities.*

In addition, as set out in the Haven viability report, there would need to be a marina office, with a clear view of the Haven operations.

Improved cycle ways and walkways that link Selsey to wider attractions, including Bracklesham Bay, the Witterings and Chichester and Pagham Harbour would also help to set the Haven in its wider context.

New commercial opportunities

Providing new commercial opportunities for local entrepreneurs to make and sell local produce or goods could provide additional economic and visitor benefits at the Haven. The Harbour project in Amble, Northumberland has successfully delivered 15 business huts which are now all fully let to local businesses.

In the short term to avoid lengthy planning processes, temporary structures could be developed or purchased and permission sought [such as 'container units' like those used in Box Park, Croydon]. A maximum of 5 years is a typical temporary planning permission which would allow time for business to establish themselves and their market penetration. Each unit would need to be served by energy and water services though they could benefit from sharing the proposed fishing and leisure fleet toilet and showering facilities. Such units could also be the focus of new all year round events to further attract visitors to the Haven area. Typical container units are 14.6m in length, 2.6m wide and 2.9m in height. They are easily transportable and can be joined to create larger units. The precise number and location of the proposed huts are subject to the final design of the Haven and available land space.

Public Realm Improvements

The area around East Beach is currently uninviting to visitors and, at times appears, uncared-for. The place-making and wayfinding paper describes the area as “run-down and not particularly inviting”. To a new visitor it was not clear whether they could “actually go in and buy goods” and the places at East Beach “weren’t well signed and did not feel welcoming”. Indeed, during the site visit, the paper’s author experienced “an unpleasant smell”, which was “particularly off-putting” and which turned out to be a tub of rotting crabs.

Improving public realm and making people feel welcome is essential to developing a pleasant visitor experience. Over the short term, there may be limitations as to what can be done with some of the commercial premises. However, well designed storage, better signage and improvements in the exterior of the buildings would make a significant difference to the area and make the direct sales outlets more accessible to visitors.

Providing a Local Focus for the East Beach Kiosk

The East Beach kiosk currently sells a range of snacks and fast-food items, but there is little evidence of local produce on sale. It is important not to overlook the demand for fast-food style provision to current users, but the Kiosk could be repositioning so that it sells local produce in partnership with local fishermen.

6. Economic Impact Estimates

6.1 Introduction

This section provides estimates of the potential costs and benefits of the proposed Selsey Haven. The construction and other costs associated with the development, maintenance and operation of the Haven are based on information provided in the Selsey Harbour Preliminary Consultation document (November 2015), produced by Royal Haskoning DHV on behalf of Chichester District Council and in the Selsey Haven viability report produced by Vail Williams.

Three baseline scenarios have been developed and modeled, which aim to take into account possible prospects for Selsey's fishing industry, if no Haven is funded and constructed:

Baseline Scenario 1: The volume of landed catch is sustained at existing levels.

Baseline Scenario 2: The volume of landed catch falls annually by 10%.

Baseline Scenario 3: The volume of landed catch falls annually by 30%.

In effect, the first of these scenarios assumes that there will be no negative impact on the fishing industry in Selsey if there is no Haven. The Haven will just provide additional benefits. This seems an unlikely scenario, as there are major concerns about the long-term viability of Selsey's fishing industry.

The second of these scenarios assumes that a fishing industry would continue in Selsey, but without a Haven the value of the landed catch in 2028/29 would be less than half the current levels.

The third scenario assumes that the fishing industry would not be sustainable without a Haven. By 2028/29, there would be only a very small amount of fishing activity in the town and certainly not at a level that could sustain employment.

The potential impact of the Haven has been based on each of these Baseline scenarios. Five options have been illustrated for each scenario:

- Do Nothing
- Low Cost/Low Benefit
- Low Cost/High Benefit
- High Cost/Low Benefit

- High Cost/High Benefit

Royal Haskoning/DHV provided construction cost estimates of £10m-£16m for a 100 berth Haven. The Vail Williams viability report recommends a 130 berth Haven. Based on this, the construction cost estimates have been estimated at £13m for low cost options and £20.8m for the high cost options.

The impacts have been estimated over a 12-year period from 2017/18 to 2028/29, with the Haven starting to operate in 2019/20 (Year 3). A 3.5% discount rate has been applied to costs and benefits and a 2% annual inflation allowance has been added to all financial costs and benefits in all scenarios and options. The construction costs are assumed to have been paid in full in Year 1 (2017/18) and Year 2 (2018/19). Therefore, no allowance for interest repayments has been included in the estimates. In addition, no estimate has been made for any potential disruption to existing businesses at the site during the construction phase, if further investigation reveals that this is likely to occur.

Benefits has been estimated from the following sources:

- **Turnover from the Haven.** This has been taken from the viability study estimates and it is assumed to be 90% additional. This is because it is possible that a small amount of rental income may be displaced from elsewhere.
- **Increase in landed value of the catch.** Consultation suggests that a Haven would enable fishermen to spend more time at sea and they would, therefore, be able to increase the value of their catch. In all scenarios this has been limited to 10%, however, because of the need to maintain fish stocks.
- **Sales of catch at market value.** Our understanding is that the real potential impacts lie in increasing the volume of landed catch that is sold at market prices within the local economy. The landed value of crab in 2015 was £1.34 per kilo but its market value was £18.01. For lobster, the figures were £10.38 and £28.83 respectively. The increase in the proportion of crab and lobster that is sold locally forms the basis of the additional economic contribution that the Haven could deliver. There are, of course, additional costs associated with the processing and sale of fish. These have been accounted for by applying a gross to net ratio across all income.
- **Additional Visitor spending.** In the low estimates, this assumes that when the Haven opens (Year 3), there will be 15,000 additional visitors and this will rise to 21,000 additional visitors by Year 5. By way of an example, Ryde Harbour which has around 140 berths for

leisure craft, receives this number of visitors annually.

- **Business Rates.** The proposed retail units at the Haven are expected to make a small annual contribution to the public purse from business rates. This has also been included in the impact estimates.

For the high estimates, the number of additional visitors increases by 5,000 each year from 15,000 in the year that the Haven opens (Year 3) to 40,000 visitors per year by Year 8. For all scenarios and estimates, the average day visitor spend for Chichester District has been used, applying an annual 2% increase for the period to 2028/29. No estimates have been provided for an increase in overnight staying visitors. However, it is quite possible that the Haven could lead to additional staying visitors and improved visitor accommodation in Selsey after it has opened and become established.

We have assumed a 50% gross to net ratio. Much of the value of the catch will leak out of Selsey in the form of taxes and other non-local expenditure by fishermen and others. Although relatively remote, Selsey is a small place, so leakage is likely to be high. If more of the fish is sold locally at market prices, this will increase local retention of spending. However, no account has been taken of the additional costs associated with processing and preparation.

If more money is spent in the local economy, different cycles of expenditure mean that it can generate further local spending. However, in local areas this is likely to be small. The Homes and Communities Agency recommends using a composite multiplier of 1.1 where there are medium levels of linkages at neighbourhood (or sub-regional) level, so this has been used.

The following tables provide impact illustrations based on high and low costs of constructing the Haven, set against the three baseline scenarios described above.

6.2 Baseline Scenario 1

The table below shows the estimated impacts for Baseline Scenario 1, where the Do Nothing option assumes no decline in the volume of fishing at Selsey in the absence of a Haven.

Table 3: Baseline Scenario 1 – Do Nothing: 0% Reduction in the Volume of Fish Landed at Selsey

| Baseline Scenario 1 | DO NOTHING | | LOW COST/ LOW BENEFIT | | LOW COST/ HIGH BENEFIT | | HIGH COST/ LOW BENEFIT | | HIGH COST/ HIGH BENEFIT | |
|-----------------------------|-------------------|--|--------------------------|------------------------|---------------------------|------------------------|---------------------------|------------------------|----------------------------|------------------------|
| | | | Including Construction | Excluding Construction | Including Construction | Excluding Construction | Including Construction | Excluding Construction | Including Construction | Excluding Construction |
| Total Benefits - Years 1-12 | £7,878,536 | Total Additional Benefits Years 1-12 | £6,123,686 | £6,123,686 | £9,511,148 | £9,511,148 | £6,123,686 | £6,123,686 | £9,511,148 | £9,511,148 |
| Total Costs - Years 1-12 | £0 | Total Additional Costs Years 1-12 | -£14,671,654 | -£1,892,654 | -£14,671,654 | -£1,892,654 | -£23,362,931 | -£2,916,531 | -£23,362,931 | -£2,916,531 |
| Benefits in Year 12 | £605,054 | Additional Benefits in Year 12 | £430,913 | £430,913 | £860,164 | £860,164 | £349,062 | £349,062 | £778,313 | £778,313 |
| Total Benefits | £7,878,536 | Total Additional Benefits Less Costs Years 1-12 | -£8,547,968 | £4,231,032 | -£5,160,505 | £7,618,495 | -£17,239,245 | £3,207,155 | -£13,851,783 | £6,594,617 |
| Average Annual Benefits | £656,545 | Average Annual Benefits, Less Costs | -£712,331 | £352,586 | -£430,042 | £634,875 | -£1,436,604 | £267,263 | -£1,436,604 | £549,551 |

Under Baseline Scenario 1, once leakage and local multipliers have been taken into account, the estimated net present value in the Do Nothing option in Year 12 would be around £0.6m.

Under the Low Cost/High Benefits option, the additional net present additional value, over and above the Do Nothing option would be around £7.62m over the twelve-year period, if construction costs are excluded. This equates to an annual average of just over £630,000 per year. However, if the construction costs are included, the cumulative addition impact is estimated to be around **-£5.16m**.

The worst case option under Baseline Scenario 1 is the High Cost/Low Benefit option. Excluding construction costs, this would deliver an additional net present value of around £3.21m over the twelve-year period. However, if construction costs are included the net impact is estimated at **-£17.24m**.

6.3 Baseline Scenario 2

The table below shows the estimated impacts under Baseline Scenario 2, where the Do Nothing option assumes an annual 10% decline in the volume of landed catch at Selsey.

Table 4: Baseline Scenario 2 – Do Nothing: 10% Annual Reduction in the Volume of Fish Landed at Selsey

| Baseline Scenario 2 | DO NOTHING | | LOW COST/ LOW BENEFIT | | LOW COST/ HIGH BENEFIT | | HIGH COST/ LOW BENEFIT | | HIGH COST/ HIGH BENEFIT | |
|-----------------------------|-------------------|---|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-------------------------|------------------------|
| | | | Including Construction | Excluding Construction | Including Construction | Excluding Construction | Including Construction | Excluding Construction | Including Construction | Excluding Construction |
| Total Benefits - Years 1-12 | £4,795,544 | Total Additional Benefits Years 1-12 | £9,027,762 | £9,027,762 | £12,320,673 | £12,320,673 | £9,027,762 | £9,027,762 | £12,320,673 | £12,320,673 |
| Total Costs - Years 1-12 | £0 | Total Additional Costs Years 1-12 | -£14,671,654 | -£1,892,654 | -£14,671,654 | -£1,892,654 | -£23,362,931 | -£2,916,531 | -£23,362,931 | -£2,916,531 |
| Benefits in Year 12 | £189,872 | Additional Benefits in Year 12 | £843,112 | £843,112 | £1,263,890 | £1,263,890 | £761,261 | £761,261 | £1,182,039 | £1,182,039 |
| Total Benefits | £4,795,544 | Total Additional Benefits, Less Costs Years 1-12 | -£5,643,891 | £7,135,109 | -£2,350,981 | £10,428,019 | -£14,335,169 | £6,111,231 | -£11,042,258 | £9,404,142 |
| Average Annual Benefits | £399,629 | Average Annual Benefits, Less Costs | -£470,324 | £594,592 | -£195,915 | £869,002 | -£1,194,597 | £509,269 | -£920,188 | £783,678 |

Under Baseline Scenario 2, once leakage and local multipliers have been taken into account, the estimated net present value of the Do Nothing option in Year 12 would be around £0.19m.

Under the Low Cost/High Benefit option, the additional net present additional value, over and above the Do Nothing option would be around £10.43m over the twelve-year period, if construction costs are excluded. This equates to an annual average of just under £870,000 per year. However, if the construction costs are included, the cumulative addition impact is estimated to be around **-£2.35m**.

The worst case option under Baseline Scenario 2 is the High Cost/Low Benefit option. Excluding construction costs, this would deliver an additional net present value of around £6.11m over the twelve-year period. However, if construction costs are included the net impact is estimated at **-£14.34m**.

6.4 Baseline Scenario 3

The table below shows the estimated impacts under Baseline Scenario 3, where the Do Nothing option assumes an annual 30% decline in the volume of landed catch at Selsey.

Table 5: Baseline Scenario 3 - Do Nothing: 30% decline in the volume of landed catch at Selsey

| Baseline Scenario 3 | DO NOTHING | | LOW COST/ LOW BENEFIT | | LOW COST/ HIGH BENEFIT | | HIGH COST/ LOW BENEFIT | | HIGH COST/ HIGH BENEFIT | |
|-----------------------------|-------------------|--|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-------------------------|------------------------|
| | | | Including Construction | Excluding Construction | Including Construction | Excluding Construction | Including Construction | Excluding Construction | Including Construction | Excluding Construction |
| Total Benefits - Years 1-12 | £2,264,336 | Total Additional Benefits Years 1-12 | £11,010,691 | £11,010,691 | £14,114,497 | £14,114,497 | £11,010,691 | £11,010,691 | £14,114,497 | £14,114,497 |
| Total Costs - Years 1-12 | £0 | Total Additional Costs Years 1-12 | £14,671,654 | £1,892,654 | £14,671,654 | £1,892,654 | £23,362,931 | £2,916,531 | £23,362,931 | £2,916,531 |
| Benefits in Year 12 | £11,964 | Additional Benefits in Year 12 | £995,601 | £995,601 | £1,399,432 | £1,399,432 | £913,750 | £913,750 | £1,317,581 | £1,317,581 |
| Total Benefits | £2,264,336 | Total Additional Benefits Less Costs Years 1-12 | -£3,660,962 | £9,118,038 | -£557,157 | £12,221,843 | -£12,352,240 | £8,094,160 | -£9,248,434 | £11,197,966 |
| Average Annual Benefits | £188,695 | Average Annual Benefits, Less Costs | -£305,080 | £759,836 | -£46,430 | £1,018,487 | -£1,029,353 | £674,513 | -£770,703 | £933,164 |

Under Baseline Scenario 3, once leakage and local multipliers have been taken into account, the estimated net present value of the Do Nothing option in Year 12 would be negligible (c. £12,000). The additional net present additional value, over and above the Do Nothing option would be around £12.22m over the twelve-year period, if construction costs are excluded. This equates to an annual average of just over £1.02m per year. However, if the construction costs are included, the cumulative addition impact is estimated to be around **-£0.56m**.

The worst case option under Baseline Scenario 3 is the High Cost/Low Benefit option. Excluding construction costs, this would deliver an additional net present value of around £8.09m over the twelve-year period. However, if construction costs are included the net impact is estimated at **-£12.35m**.

6.5 Economic Impact Summary

Full details of the assumptions and economic impact estimates are shown in Annex B. Based on the estimates in the tables above, the quantitative impacts of the proposed Haven depend on two key factors:

- Whether or not construction costs are included in the estimates and whether these costs are high or low; and
- The outlook for the fishing industry if the proposed Haven is not developed.

If Selsey's fishing industry was to continue at its current level, the economic impacts of a Haven are likely to be smaller than if the Haven prevents the industry from declining or being lost to the town altogether. In both these cases, the net economic impacts could be quite considerable over a 12 year period, if construction costs are excluded from the estimates. However, if construction costs are included, in many of the scenarios and options, the economic benefits over this time period are more questionable

The business case for the Haven makes a strong case that the proposed Haven would be commercially viable, without taking into account the costs of its construction. The case for public intervention, therefore, rests on demonstrating that the medium to long-term benefits will outweigh the investment costs. If the Selsey fishing industry is unviable without a Haven over the long-term and if the Haven will not only arrest the decline, but will also add value to the industry and the town, the quantitative evidence presented in these estimates suggests that there may be a good case for public intervention.

It is possible that some of the assumptions are conservative and they do not take into account the potential catalytic effects that the Haven could deliver in terms of further development and inward investment. If this is the case, then the impacts may be greater than those that have been estimated.

7. Conclusions and Recommended Actions

7.1 Conclusions

Aims of the Study

This report has provided an assessment of the potential economic impacts of building a small Haven at East Beach, Selsey. It included a short socio-economic overview of the town, considered the strategic context and rationale for the development of a Haven, considered the facilities that might be included within it and how the links between East Beach and the town centre could be strengthened, provided examples of similar developments elsewhere, and provided a quantitative assessment of the potential impacts of the Haven on the local economy, based on a range of Baseline Scenarios.

Selsey, the Town

Selsey has long been the focus of regeneration plans and ambitions, not least because it is considered to be amongst the more deprived parts of the Sussex coast and because its marine industries are considered to have economic potential. There is evidence of low educational attainment, jobs are often in low-paying and low value added sectors and, in combination with quite high house prices, this means that it is difficult to retain young people.

However, for many older people, in particular, it is a desirable location in which to live. Its coastline is picturesque and undeveloped, it has good quality light and air and its remoteness provides it with a tranquillity that is hard to match elsewhere. It is also close to a plentiful supply of nature reserves and sites of historic and scientific interest, and it is a popular visitor destination, particularly with families staying at Bunn Leisure at West Beach.

Any approach to development needs to strike a careful balance between being forward-looking and preserving the very qualities that attract people to Selsey.

Fishing In Selsey

The fishing industry has been a key feature of the Selsey economy for generations and it still lands over £1m of catch every year, with its crab and lobster continuing to be a highly prized dish on the menus of many London's top restaurants and hotels. However, the viability of the fishing industry is

under threat from rising sea levels, coastal erosion and more turbulent weather conditions, which make the current practice of launching directly from the beach increasingly precarious.

Furthermore, the added value of the landed catch is increasingly in other parts of the supply chain and much of this is lost to the local area, as the proportion of catch that is sold locally at market prices is modest. In short, the value of the landed catch has not kept up with the cost of living, as greater value is found in the processing, preparation and market selling of the product, rather than in the catch itself.

The aims of the Selsey Haven are to secure the future of Selsey's fishing industry by providing safer conditions from which to launch and by providing facilities that will help to increase the proportion the catch that is sold locally at market prices. Its other aim is provide a tangible destination focus for visitors, to attract new leisure craft visitors, and to increase the value of the visitor economy without increasing visitor numbers to unsustainable levels.

Links Between East Beach and the Town

The links between the town and the fishing industry are not as strong as they could be. There is little evidence of the significance of the fishing industry in the town centre and, whilst there is some direct sales activity, it is difficult to locate and uninviting to potential customers. The public realm in the East Beach area, where the proposed Haven will be located, is tired and appears largely uncared for and there is little signage that links the beach with the town centre.

Arguably, much could be done to improve the links between the beach and the town centre with or without the construction of a Haven, including improving signage and public realm, holding events that specifically focus on promoting local crab and lobster and working closely with key businesses, such as Bunn Leisure to sell directly into the holiday camp visitors at West Beach.

Other Havens and their Impacts

There are good examples of where Havens and other interventions to support local fishing industries have delivered regeneration impacts in places like Ryde, Amble and Bridlington. However, there are also examples, including at Ventnor, where the impacts have been more limited.

Low risk, or staged initiatives could be taken forward as a way of testing the market for larger developments subsequently. These could include pop-up huts that sell local produce that is not just confined to fish. Cycle routes and walkways that link Selsey with key sites of interest in the

surrounding areas could be established and the East Beach Kiosk could become a focal point for selling local food and drink.

The links between the fishing industry and local retailers and restaurateurs, could be strengthened with the appointment of a co-ordinator, or Seafood Sales & Marketing Champion; and more could be done to work with the wider food and drink sector through organisations like the Sussex Food and Drink Network.

Improving and Providing Facilities

The viability study and consultation to inform this report have set out what the main Haven users' would expect in terms of improved facilities. These include:

| | Technical Users | Leisure Users | | |
|---|-----------------|---------------|---------------|----------------------|
| | Fishermen | Divers | Leisure Craft | Non sailors |
| Parking | Yes | Yes | Yes | Yes |
| Easy access to pontoons, boats and water | Yes | Yes | Yes | Yes For the views |
| Mooring pontoons | Yes | Yes | Yes | |
| Electricity and water supply on pontoons | Yes | Yes | Yes | |
| Boat ramp access | Yes | Yes | Yes | |
| Fuel sales | Yes | Yes | Yes | |
| Boat storage | | Yes | Yes | |
| Repair and maintenance facilities | Yes | | Yes | |
| Fishermen's facilities: <ul style="list-style-type: none"> • Processing facility • Bait and catch storage • Processing facility • Pot storage | Yes | | | |
| Divers' facilities: <ul style="list-style-type: none"> • Somewhere to wash, store and dry diving gear • Compressor for filling air tanks • Small diving facility | | Yes | | |
| A good quality café/restaurant | | Yes | Yes | Yes |
| Modest food and drink facilities | Yes | Yes | Yes | Yes |
| Good quality shower and toilet facilities | Yes | Yes | Yes | Yes |
| Small retail unit | | Yes | Yes | Yes |
| Public amenity space for education and interpretation | Yes | Yes | Yes | Yes |

Selsey Haven and its Potential Impacts

The viability study for the Haven has identified that there is a potential demand for a facility from both fishermen and leisure users. It has recommended a 130 berth Haven, with a small number of commercial units that could be used for retail and other activities such as a café or restaurant.

There is a clear recommendation that the berths for the fishermen and other users should be separate from each other, and that there should be storage and maintenance facilities for fishermen, suitable facilities for divers and sufficient car parking that is easily accessible to the pontoons.

There appears to be demand for a Haven in Selsey from a number of sources. However, there are a small number of concerns about its potential adverse impacts, which would need to be explored further as the Haven project develops. The level of estimated quantitative economic impacts of the proposed Haven appears to rest on two key issues:

- The extent to which the Selsey fishing industry is viable without the construction of the Haven; and
- The construction costs of the proposed Haven.

If the Haven prevents the fishing industry from dying and provides further additional value over the medium term and if the construction costs can be either kept low or funded from other sources, then the estimated economic impacts could be significant. The greatest potential impacts are in Baseline Scenario 3 where, if construction costs are not included, the Haven could provide **additional £12m to the local economy** over a twelve-year period.

It is also quite possible that a Haven could have a catalytic effect on other activity in the town and that it could attract developer interest and deliver additional economic benefits that are not easy to precisely quantify at this stage.

7.2 Recommended Actions

The following pages set out proposed short and medium term recommendations based on the findings of this study. A proposed timetable and indicated costs range for each activity is set out in Table 6 which will need to be further defined with precise and detailed briefs for each element of work.

Recommendation 1: Develop a Selsey Haven funding strategy

The potential benefits of the Haven rest on securing public resource for its construction or firmer evidence of private sector interest in associated developments that are dependent on its construction. Without this investment, there appear to be significant risks to the viability of Selsey's fishing industry over the medium to long-term.

Given this, the Funding Partnership should consider commissioning a funding strategy and bidding process to secure public sector funding that could help deliver the Selsey Haven ambitions. The strategy would identify relevant and appropriate European, National, Regional and Local funding programmes and opportunities. These could include the European Maritime and Fisheries Fund, the Department for Agriculture, Environment and Rural Affairs, the Coast to Capital Local Enterprise Partnership's Local Growth Fund, the Coastal Communities Fund and West Sussex County Council and Chichester District Council's capital investment programmes that support the delivery of their economic development and visitor economy objectives.

Recommendation 2: Commission a soft market testing exercise to establish private sector investment interest

The Funding Partnership should consider commissioning a soft market testing exercise to test the appetite and interest of relevant maritime or harbour institutions that may have an interest in the long-term operational management of Selsey Haven. Such an exercise would test the level of private sector interest, potential investment opportunities and may help to identify further commercial development opportunities that may be needed to ensure that a sustainable and financially stable Selsey Haven can be delivered.

Recommendation 3: Develop trails and improve signage

The links between East Beach and the Town centre are not as strong as they could be. They would be enhanced through an effective wayfinding and signage strategy informed by community consultation.

A good-value and short-term solution would be to create interpretation wayfinding trails connecting the town centre with East and West Beaches and connecting East and West Beaches. Similar trails for cyclists could cover a wider area in the Manhood Peninsula.

A proven and robust solution could be to embed designs into the paving/ground works from the high street (and back) along the pedestrian walkways and the peninsula seafronts. Typically made from metal – e.g. steel, brass – the interventions, that would make up the trails could be developed and agreed through a community engagement and consultation programme.

Recommendation 4: Provide New Temporary Commercial Units or Concession Opportunities

Whilst the Haven project progresses through the funding and planning stages, the Funding Partnership should consider developing and delivering short term incremental investment opportunities that align with the Haven’s overall ambitions, but which could see economic benefits and returns to the town, more quickly and at lower risk.

This could include locating temporary ‘containers’ or units and concession opportunities for food or retail units that could help local fisherman and others to sell local catch and other produce, with the aim of attracting additional visitors to the area or retaining a greater proportion of spend from existing visitors.

Recommendation 5: Employ a Seafood Sales & Marketing Champion

The Selsey Fishermen’s Association already provides a co-ordinating function for Selsey’s fishermen and has started initiatives to improve the links between the industry and the town. However, there may also be merit in seeking funding to recruit a Seafood Sales & Marketing Champion who would act as an administrator, sales co-ordinator on behalf of the fishing community to secure licences, comply with regulations and develop partnerships and initiatives to improve the profile of the fishing industry within Selsey and across Sussex, positioning it as a key Sussex Food and Drink partner.

Recommendation 6: Develop and Host Crab and Lobster Events

An established Haven would provide a clear focal point for a Crab and Lobster Festival, which could showcase the local produce, provide demonstrations and competitions on how to dress and eat crab and lobster.

The new Seafood Sales & Marketing Champion could work with Bunn Leisure to design and host food festivals and events in their Leisure Park, thereby taking local produce and activities direct to a wider customer base.

Recommendation 7: Improve the Public Realm at East Beach

The public realm around East Beach is currently unattractive and would need to be enhanced with or without a Haven. This has to involve working with businesses occupying the commercial units to establish in more detail how best to store equipment, contain unpleasant odours and improve the exterior of the units so that the area appears more cared for and inviting.

This could also include repositioning the East Beach Kiosk so that it becomes a stronger focus for local produce and improving signage and access to other direct sales outlets in the area, and making adaptations to encourage more leisure water users.

Table 6: Recommended Action Timetable and Cost Range

| Recommendation and Activity | | 2017/2018 | | 2018/2019 | | | | Forecast Cost Range |
|-----------------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|--|
| | | 3rd quarter | 4th quarter | 1st quarter | 2nd quarter | 3rd quarter | 4th quarter | |
| 1 | Funding Strategy | | | | | | | £10,000 to £15,000 |
| 2 | Soft Market Testing | | | | | | | £15,000 to £20,000 |
| 3 | Wayfinding Strategy and Implementation | | | | | | | £50,000 to £75,000 |
| 4 | New Temporary Commercial Units | | | | | | | £5,000 per unit, £10,000 to £15,000 planning and design fees |
| 5 | Seafood Sales & Marketing Champion Post | | | | | | | £25,000 FTE per annum |
| 6 | Crab and Lobster Events | | | | | | | £2,000 to £4,000 per event |
| 7 | Public Realm Improvements | | | | | | | £10,000 to £15,000 |

Consultees

| Consultee | Organisation |
|--------------------|---|
| Richard Craven | Chichester Harbour Master |
| Colin Rickman | Selsey Business Partnership |
| Paul Over | Chichester DC |
| Clive Cockayne | Lifeboat Operations Manager Selsey Lifeboat Station |
| Sue Muffet | Croftside B&B & Chichester Holidays |
| Hilary Knight | Sussex Food & Drink Network |
| Iain Shepperd | National Oceanography Centre |
| Joe Saville | Manhood Wildlife & Heritage Group |
| Gary Wright | Ventor Haven |
| Sean Newton | IOW Council |
| Steve Oates | Chichester DC |
| Cllr Carol Purnell | CDC Councillor |
| Sam Tate | Selsey Town Co-ordinator |
| Rob Greenwood | Selsey Fisherman's Association |
| Fred Freije | Selsea Fish & Lobster |
| Cllr John Connor | CDC Councillor - Selsey North |
| John Bunn | Bunn Leisure |
| Steve Frampton | Director - Mulberry Divers |

Impact Estimates Scenarios Paper

The following paragraphs provide impact illustrations based on high and low costs of constructing the Haven, set against the three baseline scenarios described above.

Baseline Scenario 1: Without the Haven, the Volume of Landed Catch Remains at its Current Level

Do Nothing Option

The Do Nothing Option in Baseline Scenario 1 makes the following assumptions:

- There are no building, development, maintenance or operation costs associated with the Haven;
- There is no berthing or rental income;
- There is no additional visitor spend;
- The volume of the catch remains broadly the same as in 2015;
- 10% of crab and lobster is sold locally at market prices and 90% is sold at its landed value; and
- 100% of all the non-crab and lobster catch is sold at its landed value.

The table below shows the estimated Baseline Scenario 1 costs and income for:

- Years 1 and 2 (pre-Haven operation);
- Year 3 (the first year of the operation of the Haven);
- Year 12 (the tenth year of the operation of the Haven);
- Years 1 to 12 (the period from initial approval to ten years of operation of the Haven); and
- The annual average from Year 1 to Year 12.

A 50% gross to net ratio and a 1.1 local multiplier have been applied to the estimates of the costs and income and a 3.5% annual discount rate has been applied.

| Do Nothing | Years 1-2 | Year 3 | Year 12 | Year 0-12 | Annual Average |
|--|-------------------|-------------------|-------------------|--------------------|-----------------------|
| Costs | | | | | |
| <i>Haven Operation</i> | £0 | £0 | £0 | £0 | £0 |
| <i>Haven Maintenance</i> | £0 | £0 | £0 | £0 | £0 |
| <i>Haven Development Costs</i> | £0 | £0 | £0 | £0 | £0 |
| <i>Haven Construction</i> | £0 | £0 | £0 | £0 | £0 |
| | | | | | |
| Total Costs | £0 | £0 | £0 | £0 | £0 |
| Do Nothing | Years 1-2 | Year 3 | Years 12 | Years 0-12 | Annual Average |
| Benefits | | | | | |
| <i>Haven Turnover</i> | £0 | £0 | £0 | £0 | £0 |
| <i>Gross Income from Landed and Fish Sold Direct to Market</i> | £2,609,502 | £1,344,023 | £1,606,232 | £17,326,179 | £1,443,848 |
| <i>Additional Visitor Spend</i> | £0 | £0 | £0 | 0% | £0 |
| <i>Business Rates</i> | £0 | £0 | £0 | £0 | £0 |
| Total Gross Income | £2,609,502 | £1,344,023 | £1,606,232 | £17,326,179 | £1,443,848 |
| <i>Net Income (x.50)</i> | £1,304,751 | £672,011 | £803,116 | £8,663,089 | £721,924 |
| <i>Plus Local Multiplier (x1.1)</i> | £1,435,226 | £739,213 | £883,428 | £9,529,398 | £794,117 |
| Total Income Discounted (3.5%) | £1,410,586 | £690,425 | £605,054 | £7,878,536 | £656,545 |
| | | | | | |
| Benefit/Cost | £1,410,586 | £690,425 | £605,054 | £7,878,536 | £656,545 |

If no Haven is built under Baseline Scenario 1, the gross income from landed and locally sold fish is estimated to be £2.6m in Years 1 and 2 combined. Assuming a 2% annual inflation increase the gross value of the catch in Year 12 would be £1.6m. Once the gross to net ratio, the local multiplier and the discounted rates are applied the estimates are £1.4m in Years 1 and 2 combined and £0.65m in Year 12.

The cumulative net, discounted income over the period is £7.9m, compared with a net cost of £0. This means that the net benefit to the economy is around £660,000 per year.

Low Cost Impact Estimates

For these estimates, the Haven will be operational in Year 3 and the development, construction, maintenance and operational costs are based on the low estimates produced by Royal Haskoning/DHV and Vail Williams.

- Development costs have been estimated at £150,000, split between Year 1 and Year 2;
- Construction costs have been estimated at £13m and are assumed to be paid in Year 1 and Year 2 with no loan interest repayments. This is higher than the estimate provided by Royal Haskoning/DHV, but it reflects the larger number of berths proposed by Vail Williams;
- Maintenance costs are estimated at £50,000 per year; and
- Operational costs have been estimated at around £156,240 in Year 3, rising in line with the Vail Williams Viability report estimates until Year 7 (the fifth year of the operation of the Haven) and, thereafter, rising at an annual rate of 2%.

The table below shows a summary of the estimated costs associated with the Low Construction Costs estimates for:

- Years 1 and 2 (pre-Haven);
- Year 3 (the first year of the Haven's operation);
- Year 12 (the tenth year of the Haven's operation);
- Years 0-12 (the whole reference period); and
- The annual average for Years 0-12).

| Low Costs | Years 1-2 | Year 3 | Year 12 | Year 0-12 | Annual Average |
|--|--------------------|-----------------|-----------------|--------------------|-----------------------|
| Costs | | | | | |
| <i>Haven Operation</i> | £0 | £156,240 | £177,421 | £1,633,364 | £136,114 |
| <i>Haven Maintenance</i> | £0 | £50,000 | £59,755 | £547,486 | £45,624 |
| <i>Haven Development Costs</i> | £151,500 | £0 | £0 | £151,500 | £12,625 |
| <i>Haven Construction</i> | £13,000,000 | £0 | £0 | £13,000,000 | £1,083,333 |
| Total Costs (inc capital investment) | £13,151,500 | £206,240 | £237,176 | £15,332,350 | £1,277,696 |
| Total Costs (exc capital investment) | £151,500 | £206,240 | £237,176 | £2,332,350 | £194,362 |
| Total Costs inc capital investment (discounted) | £12,927,899 | £192,628 | £162,440 | £14,671,654 | £1,222,638 |
| Total Costs exc capital investment (discounted) | £148,899 | £192,628 | £162,440 | £1,892,654 | £157,721 |

Under the low cost development scenario, the total cost of the Haven between Year 0 and year 12 is around £15.3m. This includes £13m construction costs, £0.5m maintenance costs, £1.6m operation costs and a further £0.15m in Development Costs. Once these estimates are discounted, the cost of the developing and running the Haven are estimated to be around £14.7m over the twelve-year period, with around £13m of this being accounted for by the capital investment.

Low Cost/Low Benefit Option

The low benefit estimates assume:

- A 10% increase in the value of the landed catch from Year 1 of the operation of the Haven:
- 15% of the crab and lobster landed catch is sold at market prices and 85% is sold at landed prices. 100% of the remaining catch is sold at landed prices:
- An additional 15,000 visitors in Year 3, rising to 18,000 in Year 4 and 21,000 from Year 5 onwards:
- The average daily spend by additional visitors to Selsey is £36.21 in Year 3, rising at an annual rate of 2% over until Year 12: and
- 90% of the turnover of the Haven is additional income to the local economy.

As with the Do Nothing estimate, a 50% gross to net ratio, a 1.1 local multiplier have been applied to the gross income estimates and a 3.5% annual discount rate has been applied to both the costs and income.

The table below shows the estimated low cost/low benefit estimates against the cost estimates shown above and the 'do nothing' option benefits shown in table Y (above).

| Low Cost/Low Benefits Option | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
|---|----------------------|-----------------|-----------------|---------------------|-----------------------|
| Benefits | | | | | |
| <i>Haven Turnover</i> | £0 | £207,900 | £314,312 | £2,775,312 | £231,276 |
| <i>Gross Income from Landed and Fish Sold Direct to Market</i> | £2,609,502 | £1,611,223 | £1,925,559 | £20,251,929 | £1,687,661 |
| <i>Additional Visitor Spend</i> | £0 | £543,089 | £908,658 | £7,997,314 | £666,443 |
| <i>Business Rates</i> | £0 | £27,507 | £32,873 | £301,194 | £25,099 |
| <i>Total Gross Income</i> | £2,609,502 | £2,389,718 | £3,181,402 | £31,325,748 | £2,610,479 |
| <i>Net Income (x.50)</i> | £1,304,751 | £1,194,859 | £1,590,701 | £15,662,874 | £1,305,240 |
| <i>Plus Local Multiplier (x1.1)</i> | £1,435,226 | £1,314,345 | £1,749,771 | £17,229,162 | £1,435,763 |
| Total Benefits Discounted (3.5%) | £1,410,586 | £1,227,598 | £1,198,408 | £14,002,222 | £1,166,852 |
| | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
| Total Additional Benefits | £0 | £537,174 | £593,353 | £6,123,686 | £510,307 |
| Total Additional Benefits Less Costs (inc. Construction) | (£12,927,899) | £344,546 | £430,913 | (£8,547,968) | (£712,331) |
| Total Additional Benefits Less Costs exc. Construction) | (£148,899) | £344,546 | £430,913 | £4,231,032 | £352,586 |

As would be expected, there are no additional benefits against the Do Nothing option in Years 1 and 2, before the Haven is in operation. However, the additional visitor spending, greater volume of landed and locally sold catch start to impact in Year 3, when the Haven starts to operate. The cumulative benefits against the Do Nothing option reach around £6.1m by the tenth year of the Haven's operation.

However, once the construction, development, maintenance and operation costs of the Haven are also included, the cumulative benefits are **-£8.5m** over the twelve-year period. If the construction costs are excluded, the additional benefits are around +£4.2m by the tenth year of the Haven's operation.

Low Cost/High Benefit Option

The high benefit estimates assume:

- A 10% increase in the value of the landed catch from Year 1 of the operation of the Haven;
- 25% of the crab and lobster landed catch is sold at market prices and 75% is sold at landed prices. 100% of the remaining catch is sold at landed prices;
- An additional 15,000 visitors in Year 3, rising by 5,000 annually until it reaches 40,000

additional visitors per year once the Haven has become well established;

- The average daily spend by additional visitors to Selsey is £36.21 in Year 3, rising at an annual rate of 2% over until Year 12; and
- 90% of the turnover of the Haven is additional to the local economy.

The table below shows the low cost/high benefit impact estimates against the Do Nothing option for Baseline Scenario 1. It shows the costs and income for:

- Years 1 and 2 (pre-Haven operation);
- Year 3 (the first year of the operation of the Haven);
- Year 12 (the tenth year of the operation of the Haven);
- Years 0 to 12 (the period from initial approval to ten years of operation of the Haven): and
- The annual average from Year 0 to Year 12.

| Low Cost/High Benefits | | | | | |
|---|----------------------|-----------------|-------------------|---------------------|-----------------------|
| Benefits | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
| <i>Haven Turnover</i> | £0 | £207,900 | £314,312 | £2,775,312 | £231,276 |
| <i>Gross Income from Landed and Fish Sold Direct to Market</i> | £2,609,502 | £1,876,817 | £2,242,968 | £23,160,112 | £1,930,009 |
| <i>Additional Visitor Spend</i> | £0 | £543,089 | £1,730,777 | £13,068,838 | £1,089,070 |
| <i>Business Rates</i> | £0 | £27,507 | £32,873 | £301,194 | £25,099 |
| <i>Total Gross Income</i> | £2,609,502 | £2,655,313 | £4,236,206 | £39,305,456 | £3,275,455 |
| <i>Net Income (x.50)</i> | £1,304,751 | £1,327,657 | £2,160,465 | £19,652,728 | £1,637,727 |
| <i>Plus Local Multiplier (x1.1)</i> | £1,435,226 | £1,460,422 | £2,376,512 | £21,618,001 | £1,801,500 |
| Total Benefits Discounted (3.5%) | £1,410,586 | £1,364,034 | £1,627,659 | £17,389,685 | £1,449,140 |
| Low Cost/High Benefits | | | | | |
| Benefits | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
| Total Additional Benefits | £0 | £673,610 | £1,022,604 | £9,511,148 | £792,596 |
| Total Additional Benefits Less Costs (inc. Construction) | (£12,927,899) | £480,982 | £860,164 | (£5,160,505) | (£430,042) |
| Total Additional Benefits Less Costs exc. Construction) | (£148,899) | £480,982 | £860,164 | £7,618,495 | £634,875 |

As would be expected, there are no additional benefits against the Do Nothing option in Years 1 and 2, before the Haven is in operation. However, the additional visitor spending, greater volume of landed and locally sold catch start to impact in Year 3, when the Haven starts to operate. The cumulative benefits against the Do Nothing option reach around £9.5m by the tenth year of the

Haven's operation.

However, once the construction, development, maintenance and operation costs of the Haven are also included, the cumulative benefits are **-£5.2m** over the twelve-year period. If the construction costs are excluded, the additional benefits are around +£7.6m by the tenth year of the Haven's operation.

Baseline Scenario 1 - High Cost Impact Estimates

For these estimates, the Haven will be operational in Year 3 and the development, construction and maintenance costs are based on the high estimates produced by Royal Haskoning/DHV. The operational costs of the Haven have remained the same as for the Low Cost options.

- Development costs have been estimated at £300,000, split between Year 1 and Year 2;
- Construction costs have been estimated at £20.8m and are assumed to be paid in Year 1 and Year 2 with no loan interest repayments. This is higher than the estimate provided by Royal Haskoning/DHV, but it reflects the larger number of berths proposed by Vail Williams;
- Maintenance costs are estimated at £150,000 per year; and
- Operational costs have been estimated at around £156,240 in Year 3, rising in line with the Vail Williams Viability report estimates until Year 7 (the fifth year of the operation of the Haven) and, thereafter, rising at an annual rate of 2%.

The table below shows a summary of the estimated costs associated with the High Construction Costs estimates for:

- Years 1 and 2 (pre-Haven);
- Year 3 (the first year of the Haven's operation);
- Year 12 (the tenth year of the Haven's operation);
- Years 0-12 (the whole reference period): and
- The annual average for Years 0-12.

| High Costs | Years 1-2 | Year 3 | Year 12 | Year 0-12 | Annual Average |
|--|--------------------|-----------------|-----------------|--------------------|-----------------------|
| Costs | | | | | |
| <i>Haven Operation</i> | £0 | £156,240 | £177,421 | £1,633,364 | £136,114 |
| <i>Haven Maintenance</i> | £0 | £150,000 | £179,264 | £1,642,458 | £136,872 |
| <i>Haven Development Costs</i> | £303,000 | £0 | £0 | £303,000 | £25,250 |
| <i>Haven Construction</i> | £20,800,000 | £0 | £0 | £20,800,000 | £1,733,333 |
| Total Costs (inc capital investment) | £21,103,000 | £306,240 | £356,685 | £24,378,822 | £2,031,568 |
| Total Costs (exc capital investment) | £303,000 | £306,240 | £356,685 | £3,578,822 | £298,235 |
| Total Costs inc capital investment (discounted) | £20,744,198 | £286,028 | £244,292 | £23,362,931 | £1,946,911 |
| Total Costs exc capital investment (discounted) | £297,798 | £286,028 | £244,292 | £2,916,531 | £243,044 |

Under the high cost development scenario, the total cost of the Haven between Year 0 and year 12 is around £24.4m. This includes £21m construction costs, £1.6m maintenance costs, £1.6m operation costs and a further £0.3m in Development Costs.

Once these estimates are discounted, the cost of developing and running the Haven is estimated to be around £23.4m over the twelve-year period, with around £20.8m of this being accounted for by the capital investment.

High Cost/Low Benefit Option

As with the low cost estimates, we have provided estimated impacts of the Haven based on both high and low benefits, employing the same methodologies and assumptions. The table below shows the estimated impact of the high cost/low benefit option under Baseline Scenario 1.

| High Cost/Low Benefits | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
|---|----------------------|-----------------|-----------------|----------------------|-----------------------|
| Benefits | | | | | |
| <i>Haven Turnover</i> | £0 | £207,900 | £314,312 | £2,775,312 | £231,276 |
| <i>Gross Income from Landed and Fish Sold Direct to Market</i> | £2,609,502 | £1,611,223 | £1,925,559 | £20,251,929 | £1,687,661 |
| <i>Additional Visitor Spend</i> | £0 | £543,089 | £908,658 | £7,997,314 | £666,443 |
| <i>Business Rates</i> | £0 | £27,507 | £32,873 | £301,194 | £25,099 |
| <i>Total Gross Income</i> | £2,609,502 | £2,389,718 | £3,181,402 | £31,325,748 | £2,610,479 |
| <i>Net Income (x.50)</i> | £1,304,751 | £1,194,859 | £1,590,701 | £15,662,874 | £1,305,240 |
| <i>Plus Local Multiplier (x1.1)</i> | £1,435,226 | £1,314,345 | £1,749,771 | £17,229,162 | £1,435,763 |
| Total Benefits Discounted (3.5%) | £1,410,586 | £1,227,598 | £1,198,408 | £14,002,222 | £1,166,852 |
| | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
| Total Additional Benefits | £0 | £537,174 | £593,353 | £6,123,686 | £510,307 |
| Total Additional Benefits Less Costs (inc. Construction) | (£20,744,198) | £251,146 | £349,062 | (£17,239,245) | (£1,436,604) |
| Total Additional Benefits Less Costs exc. Construction) | (£297,798) | £251,146 | £349,062 | £3,207,155 | £267,263 |

As would be expected, there are no additional benefits against the Do Nothing option in Years 1 and 2, before the Haven is in operation. However, the additional visitor spending, greater volume of landed and locally sold catch start to impact in Year 3, when the Haven starts to operate. The cumulative benefits against the Do Nothing option reach around £6.1m by the tenth year of the Haven's operation.

However, once the construction, development, maintenance and operation costs of the Haven are also included, the cumulative benefits are **-£17.2m** over the twelve-year period. If the construction costs are excluded, the additional benefits are around **+£3.2m** by the tenth year of the Haven's operation.

High Cost/High Benefit Option

The table below shows the estimated impact of the high cost/high benefit option under Baseline Scenario 1.

| High Cost/High Benefits | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
|---|------------------|---------------|----------------|-------------------|-----------------------|
| Benefits | | | | | |
| <i>Haven Turnover</i> | £0 | £207,900 | £314,312 | £2,775,312 | £231,276 |
| <i>Gross Income from Landed and Fish Sold Direct to Market</i> | £2,609,502 | £1,876,817 | £2,242,968 | £23,160,112 | £1,930,009 |
| <i>Additional Visitor Spend</i> | £0 | £543,089 | £1,730,777 | £13,068,838 | £1,089,070 |
| <i>Business Rates</i> | £0 | £27,507 | £32,873 | £301,194 | £25,099 |
| <i>Total Gross Income</i> | £2,609,502 | £2,655,313 | £4,236,206 | £39,305,456 | £3,275,455 |
| <i>Net Income (x.50)</i> | £1,304,751 | £1,327,657 | £2,160,465 | £19,652,728 | £1,637,727 |
| <i>Plus Local Multiplier (x1.1)</i> | £1,435,226 | £1,460,422 | £2,376,512 | £21,618,001 | £1,801,500 |
| Total Benefits Discounted (3.5%) | £1,410,586 | £1,364,034 | £1,627,659 | £17,389,685 | £1,449,140 |
| | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
| Total Additional Benefits | £0 | £673,610 | £1,022,604 | £9,511,148 | £792,596 |
| Total Additional Benefits Less Costs (inc. Construction) | (£20,744,198) | £387,582 | £778,313 | (£13,851,783) | (£1,436,604) |
| Total Additional Benefits Less Costs exc. Construction) | (£297,798) | £387,582 | £778,313 | £6,594,617 | £549,551 |

As would be expected, there are no additional benefits against the Do Nothing option in Years 1 and 2, before the Haven is in operation. However, the additional visitor spending, greater volume of landed and locally sold catch start to impact in Year 3, when the Haven starts to operate. The cumulative benefits against the Do Nothing option reach around £9.5m by the tenth year of the Haven's operation.

However, once the construction, development, maintenance and operation costs of the Haven are

also included, the cumulative benefits are **-£13.8m** over the twelve-year period. If the construction costs are excluded, the additional benefits are around +£6.6m by the tenth year of the Haven's operation.

Baseline Scenario 2: Without the Haven, the Volume of Landed Catch Declines by 10% Annually

Under Baseline Scenario 2, the volume of landed fish in Selsey declines by 10% annually if the Haven is not built. This reflects concerns about the viability of Selsey's fishing industry without investment in a Haven.

If there was an annual decline of 10% in the landed catch at Selsey, the gross value of the landed catch would fall from just over £1m per year to around £0.4m, meaning that if the industry would be less than half its current size if no action is taken to address this decline.

The impact of a Haven under this scenario would, therefore be greater than in Baseline Scenario 1 because it would:

- a) Add value to existing activity (as described in Baseline Scenario 1); and
- b) Prevent the projected 10% annual decline in fishing activity from occurring.

Do Nothing Option

The Do Nothing Option in Baseline Scenario 2 makes the following assumptions:

- There are no building, development, maintenance or operation costs associated with the Haven;
- There is no berthing or rental income;
- There is no additional visitor spend;
- The volume of the landed catch declines by 10% each year until 2028/29; and
- 10% of crab and lobster is sold locally at market prices and 90% is sold at its landed value. 100% of all the non-crab and lobster catch is sold at its landed value.

The table below shows the estimated Baseline Scenario 3 costs and income. As with Baseline Scenario 1, it shows the costs and benefits for:

- Years 1 and 2 (pre-Haven operation);

- Year 3 (the first year of the operation of the Haven);
- Year 12 (the tenth year of the operation of the Haven);
- Years 1 to 12 (the period from initial approval to ten years of operation of the Haven); and
- The annual average from Year 1 to Year 12.

A 50% gross to net ratio and a 1.1 local multiplier have been applied to the estimates of the costs and income and a 3.5% annual discount rate has been applied.

| Do Nothing Costs | Years 1-2 | Year 3 | Year 12 | Year 0-12 | Annual Average |
|---|--------------------|------------------|------------------|--------------------|-----------------------|
| <i>Haven Operation</i> | £0 | £0 | £0 | £0 | £0 |
| <i>Haven Maintenance</i> | £0 | £0 | £0 | £0 | £0 |
| <i>Haven Development Costs</i> | £0 | £0 | £0 | £0 | £0 |
| <i>Haven Construction</i> | £0 | £0 | £0 | £0 | £0 |
| Total Costs Less Construction | £0 | £0 | £0 | £0 | £0 |
| Total Costs | £0 | £0 | £0 | £0 | £0 |
| Benefits | Years 1-2 | Year 3 | Years 12 | Years 0-12 | Annual Average |
| Haven Turnover | £0 | £0 | £0 | £0 | £0 |
| Gross Income from Landed and Fish Sold Direct to Market | £2,477,736 | £1,088,659 | £504,053 | £10,111,130 | £842,594 |
| Additional Visitor Spend | £0 | £0 | £0 | £0 | £0 |
| Business Rates | £0 | £0 | £0 | £0 | £0 |
| Total Gross Income | £2,477,736 | £1,088,659 | £504,053 | £10,111,130 | £842,594 |
| Net Income (x.50) | £1,238,868 | £544,329 | £252,026 | £5,055,565 | £421,297 |
| Plus Local Multiplier (x1.1) | £1,362,755 | £598,762 | £277,229 | £5,561,121 | £463,427 |
| Total Income Discounted (3.5%) | £1,340,578 | £559,244 | £189,872 | £4,795,544 | £399,629 |
| Benefit/Cost | +£1,340,578 | +£559,244 | +£189,872 | +£4,795,544 | +£399,629 |

If no Haven is built under Baseline Scenario 2, the gross income from landed and locally sold fish is estimated to be £2.5m in Years 1 and 2 combined. Assuming a 2% annual inflation increase and an annual 10% decline in the volume of landed catch, the gross value of the catch in Year 12 would be £0.5m.

Once the gross to net ratio, the local multiplier and the discounted rates are applied the estimates are £1.3m in Years 1 and 2 combined and £0.2m in Year 12. The cumulative net, discounted benefits over the period is £4.8m, compared with a net cost of £0, but most of these benefits occur in the early rather than the later years, because of the declining volume and value of the landed catch.

Baseline Scenario 2 - Low Cost Estimates

The same assumptions have been applied to the Low Cost Estimates in Baseline Scenario 1, that is:

- Development costs have been estimated at £150,000, split between Year 1 and Year 2;
- Construction costs have been estimated at £13m and are assumed to be paid in Year 1 and Year 2 with no loan interest repayments. This is higher than the estimate provided by Royal Haskoning/DHV, but it reflects the larger number of berths proposed by Vail Williams;
- Maintenance costs are estimated at £50,000 per year; and
- Operational costs have been estimated at around £156,240 in Year 3, rising in line with the Vail Williams Viability report estimates until Year 7 (the fifth year of the operation of the Haven) and, thereafter, rising at an annual rate of 2%.

Low Cost/Low Benefits Option

The table below shows the low cost/low benefit impacts of the Haven for Baseline Scenario 2

| Low Cost/Low Benefits | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
|---|------------------|---------------|----------------|-------------------|-----------------------|
| Total Additional Benefits | £0 | £592,123 | £1,005,553 | £9,027,762 | £752,314 |
| Total Additional Benefits Less Costs (inc. Construction) | (£12,927,899) | £399,495 | £843,112 | (£5,643,891) | (£470,324) |
| Total Additional Benefits Less Costs exc. Construction) | (£148,899) | £399,495 | £843,112 | £7,135,109 | £594,592 |

As would be expected, there are no additional benefits against the Do Nothing option in Years 1 and 2, before the Haven is in operation. However, the additional visitor spending, greater volume of landed and locally sold catch and arresting the annual 10% decline in landed catch at Selsey start to impact in Year 3, when the Haven starts to operate.

The cumulative benefits against the Do Nothing option in Baseline Scenario 2 reach around £9.0m by the tenth year of the Haven's operation.

However, once the construction, development, maintenance and operation costs of the Haven are also included, the cumulative benefits are **-£5.6m** over the twelve-year period. If the construction costs are excluded, the additional benefits are around **+£7.1m** by the tenth year of the Haven's operation.

Low Cost/High Benefits Option

The table below shows the low cost/high benefit impacts of the Haven for Baseline Scenario 2

| Low Cost/High Benefit | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
|---|----------------------|----------|------------|---------------------|-------------------|
| Total Additional Benefits | £0 | £714,915 | £1,426,330 | £12,320,673 | £1,026,723 |
| Total Additional Benefits Less Costs (inc. Construction) | (£12,927,899) | £522,287 | £1,263,890 | (£2,350,981) | (£195,915) |
| Total Additional Benefits Less Costs exc. Construction) | (£148,899) | £522,287 | £1,263,890 | £10,428,019 | £869,002 |

As would be expected, there are no additional benefits against the Do Nothing option in Years 1 and 2, before the Haven is in operation. However, the additional visitor spending, greater volume of landed and locally sold catch and arresting the annual 10% decline in landed catch at Selsey start to impact in Year 3, when the Haven starts to operate.

The cumulative low cost/high benefit estimate against the Do Nothing option in Baseline Scenario 2 reach around £12.3m by the tenth year of the Haven's operation.

However, once the construction, development, maintenance and operation costs of the Haven are also included, the cumulative benefits are **-£2.3m** over the twelve-year period. If the construction costs are excluded, the additional benefits are around **+£10.4m** by the tenth year of the Haven's

operation.

High Cost Estimates

The same assumptions have been applied to the High Cost Estimates in Baseline Scenario 1, that is:

- Development costs have been estimated at £300,000, split between Year 1 and Year 2;
- Construction costs have been estimated at £20.8m and are assumed to be paid in Year 1 and Year 2 with no loan interest repayments. This is higher than the estimate provided by Royal Haskoning/DHV, but it reflects the larger number of berths proposed by Vail Williams;
- Maintenance costs are estimated at £150,000 per year; and
- Operational costs have been estimated at around £156,240 in Year 3, rising in line with the Vail Williams Viability report estimates until Year 7 (the fifth year of the operation of the Haven) and, thereafter, rising at an annual rate of 2%.

High Cost/Low Benefit Option

The table below shows the high cost/low benefit impacts of the Haven for Baseline Scenario 2

| High Cost/Low Benefit | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
|--|---------------|----------|------------|---------------|----------------|
| Total Additional Benefits | £0 | £592,123 | £1,005,553 | £9,027,762 | £752,314 |
| Total Additional Benefits Less Costs (inc. Construction) | (£20,744,198) | £306,095 | £761,261 | (£14,335,169) | (£1,194,597) |
| Total Additional Benefits Less Costs exc. Construction) | (£297,798) | £306,095 | £761,261 | £6,111,231 | £509,269 |

As would be expected, there are no additional benefits against the Do Nothing option in Years 1 and 2, before the Haven is in operation. However, the additional visitor spending, greater volume of landed and locally sold catch and arresting the annual 10% decline in landed catch at Selsey start to impact in Year 3, when the Haven starts to operate.

The cumulative high cost/low benefit estimate against the Do Nothing option in Baseline Scenario 2 reach around £9.0m by the tenth year of the Haven's operation.

However, once the construction, development, maintenance and operation costs of the Haven are also included, the cumulative benefits are **-£14.3m** over the twelve-year period. If the construction

costs are excluded, the additional benefits are around +£6.1m by the tenth year of the Haven's operation.

High Cost/High Benefit Option

The table below shows the high cost/high benefit impacts of the Haven for Baseline Scenario 2

| High Cost/High Benefits | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
|---|---------------|----------|------------|---------------|----------------|
| Total Additional Benefits | £0 | £714,915 | £1,426,330 | £12,320,673 | £1,026,723 |
| Total Additional Benefits Less Costs (inc. Construction) | (£20,744,198) | £428,887 | £1,182,039 | (£11,042,258) | (£920,188) |
| Total Additional Benefits Less Costs exc. Construction) | (£297,798) | £428,887 | £1,182,039 | £9,404,142 | £783,678 |

As would be expected, there are no additional benefits against the Do Nothing option in Years 1 and 2, before the Haven is in operation. However, the additional visitor spending, greater volume of landed and locally sold catch and arresting the annual 10% decline in landed catch at Selsey start to impact in Year 3, when the Haven starts to operate.

The cumulative high cost/high benefit estimate against the Do Nothing option in Baseline Scenario 2 reach around £12.3m by the tenth year of the Haven's operation.

However, once the construction, development, maintenance and operation costs of the Haven are also included, the cumulative benefits are **-£11.0m** over the twelve-year period. If the construction costs are excluded, the additional benefits are around +£9.4m by the tenth year of the Haven's operation.

Baseline Scenario 3: Without the Haven, the Volume of Landed Catch Declines by 30% Annually

Under Baseline Scenario 3, the volume of landed fish in Selsey declines by 30% annually if the Haven is not built. Under such a scenario, the Selsey would have virtually no fishing industry at all by 2028/29. Indeed, the value of the landed catch would fall from over £1m to around £25,000 in 2028/29 under this scenario. As with Scenario 2, there significant concerns about whether the fishing industry can remain viable over the medium term without a Haven. This scenario, therefore,

assumes that there will be no fishing industry in Selsey within the next 10-12 years.

The impact of a Haven under Baseline Scenario 3 would, therefore, be greater than under Baseline Scenario 1 and Baseline Scenario 2 because it would:

- c) Add value to existing activity (as described in Baseline Scenario 1); and
- d) Prevent the projected 30% annual decline in fishing activity from occurring.

Baseline Scenario 3 – Do Nothing Option

The Do Nothing option in Baseline Scenario 3 makes the following assumptions:

- There are no building, development, maintenance or operation costs associated with the Haven.
- There is no berthing or rental income;
- There is no additional visitor spend;
- The volume of the landed catch declines by 30% each year until 2028/29; and
- 10% of crab and lobster is sold locally at market prices and 90% is sold at its landed value. 100% of all the non-crab and lobster catch is sold at its landed value.

The table below shows the estimated Baseline Scenario 3 costs and income. As with Baseline Scenarios 1 and 2, it shows the costs and benefits for:

- Years 1 and 2 (pre-Haven operation);
- Year 3 (the first year of the operation of the Haven);
- Year 12 (the tenth year of the operation of the Haven); and
- Years 1 to 12 (the period from initial approval to ten years of operation of the Haven);
- The annual average from Year 1 to Year 12.

A 50% gross to net ratio and a 1.1 local multiplier have been applied to the estimates of the costs and income and a 3.5% annual discount rate has been applied.

| Do Nothing Costs | Years 1-2 | Year 3 | Year 12 | Year 0-12 | Annual Average |
|---|-------------------|-----------------|-----------------|-------------------|-----------------------|
| <i>Haven Operation</i> | £0 | £0 | £0 | £0 | £0 |
| <i>Haven Maintenance</i> | £0 | £0 | £0 | £0 | £0 |
| <i>Haven Development Costs</i> | £0 | £0 | £0 | £0 | £0 |
| <i>Haven Construction</i> | £0 | £0 | £0 | £0 | £0 |
| Total Costs Less Construction | £0 | £0 | £0 | £0 | £0 |
| Total Costs | £0 | £0 | £0 | £0 | £0 |
| Benefits | Years 1-2 | Year 3 | Years 12 | Years 0-12 | Annual Average |
| Haven Turnover | £0 | £0 | £0 | £0 | £0 |
| Gross Income from Landed and Fish Sold Direct to Market | £2,214,202 | £658,571 | £31,760 | £4,437,608 | £369,801 |
| Additional Visitor Spend | £0 | £0 | £0 | £0 | £0 |
| Business Rates | £0 | £0 | £0 | £0 | £0 |
| Total Gross Income | £2,214,202 | £658,571 | £31,760 | £4,437,608 | £369,801 |
| Net Income (x.50) | £1,238,868 | £329,286 | £15,880 | £2,218,804 | £184,900 |
| Plus Local Multiplier (x1.1) | £1,217,811 | £362,214 | £17,468 | £2,440,684 | £203,390 |
| Total Income Discounted (3.5%) | £1,200,563 | £338,308 | £11,964 | £2,264,336 | £188,695 |
| | | | | | |
| Benefit Cost | £1,200,563 | £338,308 | £11,964 | £2,264,336 | £188,695 |

If no Haven is built under Baseline Scenario 3, the gross income from landed and locally sold fish is estimated to be £2.2m in Years 1 and 2 combined. Assuming a 2% annual inflation increase and an annual 30% decline in the volume of landed catch, the gross value of the landed and locally sold catch in Year 12 would be £31,000.

Once the gross to net ratio, the local multiplier and the discounted rates are applied the estimates are £1.2m in Years 1 and 2 combined and £12,000 in Year 12. The cumulative net, discounted benefit over the period is £2.3m, compared with a net cost of £0, but almost all of these benefits occur in the early rather than the later years, because of the declining volume and value of the landed catch.

Baseline Scenario 3 - Low Cost Estimates

The same assumptions have been applied to the Low Cost Estimates in Baseline Scenarios 1 and 2, that is:

- Development costs have been estimated at £150,000, split between Year 1 and Year 2;
- Construction costs have been estimated at £13m and are assumed to be paid in Year 1 and Year 2 with no loan interest repayments. This is higher than the estimate provided by Royal Haskoning/DHV, but it reflects the larger number of berths proposed by Vail Williams;
- Maintenance costs are estimated at £50,000 per year; and
- Operational costs have been estimated at around £156,240 in Year 3, rising in line with the Vail Williams Viability report estimates until Year 7 (the fifth year of the operation of the Haven) and, thereafter, rising at an annual rate of 2%.

Low Cost/Low Benefits Option

The table below shows the low cost/low benefit impacts of the Haven for Baseline Scenario 3.

| Low Cost/Low Benefits | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
|---|------------------|---------------|----------------|-------------------|-----------------------|
| Total Additional Benefits | £0 | £647,522 | £1,158,041 | £11,010,691 | £917,558 |
| Total Additional Benefits Less Costs (inc. Construction) | (£12,927,899) | £454,894 | £995,601 | (£3,660,962) | (£305,080) |
| Total Additional Benefits Less Costs exc. Construction) | (£148,899) | £454,894 | £995,601 | £9,118,038 | £759,836 |

As would be expected, there are no additional benefits against the Do Nothing option in Years 1 and 2, before the Haven is in operation. However, the additional visitor spending, greater volume of landed and locally sold catch and arresting the annual 30% decline in landed catch at Selsey start to impact in Year 3, when the Haven starts to operate.

The cumulative benefits against the Do Nothing option in Baseline Scenario 3 reach around 11.0m by the tenth year of the Haven's operation.

However, once the construction, development, maintenance and operation costs of the Haven are also included, the cumulative benefits are **-£3.6m** over the twelve-year period. If the construction costs are excluded, the additional benefits are around +£9.1m by the tenth year of the Haven's operation.

Low Cost/High Benefits Option

The table below shows the low cost/high benefit impacts of the Haven for Baseline Scenario 3.

| High Benefits | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
|--|----------------------|----------|------------|-------------------|------------------|
| Total Additional Benefits | £0 | £743,027 | £1,561,873 | £14,114,497 | £838,028 |
| Total Additional Benefits Less Costs (inc. Construction) | (£12,927,899) | £550,399 | £1,399,432 | (£557,157) | (£46,430) |
| Total Additional Benefits Less Costs exc. Construction) | (£148,899) | £550,399 | £1,399,432 | £12,221,843 | £1,018,487 |

As would be expected, there are no additional benefits against the Do Nothing option in Years 1 and 2, before the Haven is in operation. However, the additional visitor spending, greater volume of landed and locally sold catch and arresting the annual 30% decline in landed catch at Selsey start to impact in Year 3, when the Haven starts to operate.

The cumulative low cost/high benefit estimate against the Do Nothing option in Baseline Scenario 3 reach around £14.1m by the tenth year of the Haven's operation.

However, once the construction, development, maintenance and operation costs of the Haven are also included, the cumulative benefits are **-£0.6m** over the twelve-year period. If the construction costs are excluded, the additional benefits are around +£12.2m by the tenth year of the Haven's operation.

Baseline Scenario 3 - High Cost Estimates

The same assumptions have been applied to the High Cost Estimates in Baseline Scenarios1 and

2, that is:

- Development costs have been estimated at £300,000, split between Year 1 and Year 2;
- Construction costs have been estimated at £20.8m and are assumed to be paid in Year 1 and Year 2 with no loan interest repayments. This is higher than the estimate provided by Royal Haskoning/DHV, but it reflects the larger number of berths proposed by Vail Williams;
- Maintenance costs are estimated at £150,000 per year; and
- Operational costs have been estimated at around £156,240 in Year 3, rising in line with the Vail Williams Viability report estimates until Year 7 (the fifth year of the operation of the Haven) and, thereafter, rising at an annual rate of 2%.

High Cost/Low Benefit Option

The table below shows the high cost/low benefit impacts of the Haven for Baseline Scenario 3

| High Cost/Low Benefit | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
|--|---------------|----------|------------|---------------|----------------|
| Total Additional Benefits | £0 | £647,522 | £1,158,041 | £11,010,691 | £917,558 |
| Total Additional Benefits Less Costs (inc. Construction) | (£20,744,198) | £501,594 | £913,750 | (£12,352,240) | £1,029,353 |
| Total Additional Benefits Less Costs exc. Construction) | (£297,798) | £501,594 | £913,750 | £8,094,160 | £674,513 |

As would be expected, there are no additional benefits against the Do Nothing option in Years 1 and 2, before the Haven is in operation. However, the additional visitor spending, greater volume of landed and locally sold catch and arresting the annual 30% decline in landed catch at Selsey start to impact in Year 3, when the Haven starts to operate.

The cumulative high cost/low benefit estimate against the Do Nothing option in Baseline Scenario 3 reach around £11.0m by the tenth year of the Haven's operation.

However, once the construction, development, maintenance and operation costs of the Haven are also included, the cumulative benefits are -£12.3m over the twelve-year period. If the construction costs are excluded, the additional benefits are around +£8.1m by the tenth year of the Haven's operation.

High Cost/High Benefit Option

The table below shows the high cost/high benefit impacts of the Haven for Baseline Scenario 3

| High Benefits | Years 1-2 | Year 3 | Year 12 | Years 0-12 | Annual Average |
|---|---------------|----------|------------|--------------|----------------|
| Total Additional Benefits | £0 | £743,027 | £1,561,873 | £14,114,497 | £1,176,208 |
| Total Additional Benefits Less Costs (inc. Construction) | (£20,744,198) | £597,099 | £1,317,581 | (£9,248,434) | (£770,703) |
| Total Additional Benefits Less Costs exc. Construction) | (£297,798) | £597,099 | £1,317,581 | £11,197,966 | £933,164 |

As would be expected, there are no additional benefits against the Do Nothing option in Years 1 and 2, before the Haven is in operation. However, the additional visitor spending, greater volume of landed and locally sold catch and arresting the annual 30% decline in landed catch at Selsey start to impact in Year 3, when the Haven starts to operate.

The cumulative high cost/high benefit estimate against the Do Nothing option in Baseline Scenario 3 reach around £14.1m by the tenth year of the Haven's operation.

However, once the construction, development, maintenance and operation costs of the Haven are also included, the cumulative benefits are **-£9.2m** over the twelve-year period. If the construction costs are excluded, the additional benefits are around +£11.2m by the tenth year of the Haven's operation.

Selsey Haven - Socio-Economic Impact Study

for

**Selsey Fishermen's Association, Selsey Town Council
and Chichester District Council**

12th September 2017

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Selsey

Making connections through place

A placemaking and wayfinding review

Richard Wolfströme
14 August 2017

REVIEW

Public spaces are open to all... they represent a democratic forum for citizens and society. These spaces shape the cultural identity of an area, and are part of its unique character and provide a sense of place for local communities.

CABE
The Value of Public Space



| | |
|--|------------------------------|
| Date | To |
| 14 August 2017 | Scott Marshall / Bruce Nairn |
| Ref. | |
| Selsey placemaking and wayfinding | |

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The aim of this document is to review how Selsey can better connect East Beach with the town centre – how it might make better narrative connections and to help inform and engage with residents, and visitors, to the peninsula. How West Beach can be included could also be a consideration.

Following an initial site visit and exploring the pedestrian public and residential areas, please find below my initial thoughts and the beginnings of a potential scope.

Site visit

I avoided using any smart phone mapping app in order to gain a 'real-world' walking experience. Starting from the town centre, the first indication and my understanding in which direction I should walk was at the T-junction that signs East Beach that comes off the main high street. A useful sign, although designed more for drivers and vehicles. For pedestrians, a good sign would indicate distance and average walking time which may also give a sense of the 'local' helpful resident. People like to be informed and this can help in connecting people to place.



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Following the road, I imagined what the walk might be like for the more elderly and young families –mothers with young children, maybe with a push chair and having one or more children walking alongside – what would their experience be like? Being informed on distance and timings would be incredibly helpful.

As I continued to walk, I began to wonder where I might next get information that would reassure me that I'm going in the right direction. This occurred at the crossroads of East Street, Manor Road and Grafton Road. Again, another sign aimed at the motorist.



Reassured that I was going in the right direction I continued to walk. The next point at which I thought it would be useful for some indication on direction occurred around Sunnymead Drive. Opposite, a small green that displayed an interpretation board describing interesting facts about Selsey's history.



Guessing that I should continue to walk in my current direction of travel I followed the road 'round into Albion Road, continuing until I came to the junction at Kingsway where I spotted the RNLI Station and knew I was in the right place (landmarks can be good reference points in wayfinding).

I neglected to time myself from Selsey high street, although would guess it took me 15–20 mins to walk to this point at a fairly reasonable pace.

Walking past The Lifeboat Inn I came to the seafront walkway. Presuming this was East Beach, although no indication and no information to inform me on which way to travel.



Walking West, to explore the connection between East Beach and West Beach I was impressed at the beauty of the location and its potential.

Coming back to East Beach, past the RNLI station, brought me to the fisherman's sheds (two separate plots). As an important commercial location these places felt run-down and not particularly inviting. I wasn't sure, to start with, that I could actually go in and buy goods. They weren't well-signed and did not feel welcoming – at one point an unpleasant smell was particularly off-putting (turned out to be a tub of rotting crabs!).



Along this route there is another interesting interpretation board, this time about Selsey's underwater wildlife.

Exploring the area further past the East Beach Kiosk and into the more residential areas, it is clear that there is great potential in how Selsey can make connections between residents,

visitors and place (from the town centre to East and West Beaches), through wayfinding, place interpretation and trails. Other initiatives that are more medium-, long-term could involve architectural, commerce and creative activities to make Selsey a destination for good quality food, culture and experience, throughout the year.

Initial thoughts

There are two strands that can be considered as a short-term initiative:

1. to create better pedestrian wayfinding between the town centre and East and West Beaches,
2. to develop place interpretation, narratives and engaging trails.

A placemaking/wayfinding/interpretation strategy would be fundamental in creating place distinctiveness and visual wayfinding, highlighting key walkways and central public realm areas with narrative and design being strategically positioned to increase the sense of connectivity between places as well as enhancing navigation around the area. A successful, uplifting placemaking experience will be surprising, educational and inspirational.

It would establish connections, routes and intersections and natural meeting points. Trails and the wider wayfinding programme would prioritise people, and would create a long-standing and permanent legacy that could become an essential part of the public realm.

Wayfinding/interpretation strategies are essential because they define the public face of a place. A placemaking strategy for the area, will be a powerful visual tool and will seek to address:

- the arrival experience,
- the negotiation of public areas and facilities,
- the connection to place,
- the place experience – the quality of public space and wayfinding,
- and the connection to the outside.

A collaborative process, the key objectives of such a strategy would be to:

- create high quality, contemporary design
- create imaginative, inventive work, integral to the design of the built environment
- guide and connect people through the place
- create imaginative, inventive design, sympathetic to the built environment
- establish routes, intersections, trails, connections and natural meeting points
- create a local place of interest and unifying meeting points, which will add to the cultural identity of the place
- embody place ambitions for the present and future, as well as resonating with the past
- create a sense of local ownership and engagement
- celebrate local heritage and community
- create highly durable, low maintenance installations with longevity and with themes that could be expanded for the future


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- enhance the newcomer's experience, helping people discover existing facilities within the place
- increase people's use of the area
- inspire healthy living and wellbeing

A placemaking/wayfinding strategy would help define a place for the public who use it. Wayfinding design provides guidance and the means for communities to engage with, and be at ease with, their surroundings.

It is central to a scheme that interventions are robust and enduring, constructed from materials that are simple to maintain. This is a practical consideration, but it's also key to engaging sincerely with the community in the project.

An initial idea

A good-value and short-term solution would be to create interpretation wayfinding trails connecting the town centre with East and West Beaches and connect East and West Beaches in themselves.

A proven and robust solution could be to embed designs into the paving/ground works from the high street (and back) along the pedestrian walkways and along the peninsula seafronts. Typically made from metal – e.g. steel, brass – the interventions, that would make up the trails, would aim to do the following:

- Give wayfinding direction
- Give distance and (average) walking time information
- Provide historical facts (such as those that appear on the Selsey interpretation board)
- Provide marine wildlife facts (such as those that appear on the seafront interpretation board)
- Through community participation include expressions of Selsey through poetry, lyrics, creative writing, artworks etc.

The shape of the interventions could take a consistent form such a circle or square, for example, or be different forms and themed i.e. a crab/fish for the wildlife, a seal for history, arrows for direction etc.

The experience of following a trail (from high street to beach for example) would be fun, exciting and engaging. The young family, mentioned earlier, would be engaged with the process of discovery (a 'treasure hunt' if you like) making the potentially long walk more fun and informative – learning and connecting to place. In turn, making the walk less stressful and part of the excursion experience.

It would encourage people to walk to places to follow the trails and experience more about Selsey. Word would 'get-around' and people may even visit to see and experience it for themselves. It would make for good publicity and be a unique aspect about Selsey.

A estimated budget of between £50–75,000 would deliver a good number of designs to create comprehensive trails and would include community workshop participation, design, fabrication and installation.



A medium-term idea

The potential to do something with the commercial fisherman's area is really rather exciting. By redeveloping the two plots, to create a destination for people to come to experience quality fresh food – not only from the local fishermen, but also from the agricultural region, throughout the year, could put Selsey 'on-the-map'. Evidence of this type of thing can be seen at Littlehampton's East Beach Cafe, designed by Thomas Heatherwick.

A new contemporary building (maybe all glass – one that should be of architectural merit) that would house the variety of businesses in their own kiosks to create a clean welcoming environment. Other local food producers and artists, creative artisans could also be part of the commercial venture. A place, because it is housed, that could be visited throughout the year.

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A place that develops a reputation for quality local produce, interesting art and product – a place that schedules food and creative workshops – a place that you can come to in mid-winter, sit and have a coffee staring out of the glass facade at the dramatic grey skies and sea. Or in summer to luxuriate with a portion of freshly caught crab and a cool beer!

A good example of such a place exists in Copenhagen called Torvehallen (although probably on a larger scale) – a hub of regional and speciality produce that visitors can enjoy there and then or take home.

Selsey could build a simple contemporary structure on the seafront – fill it with quality people serving quality product – a place that recognises, and is recognised by, the excellence in local produce and culture.



In conclusion

In developing narrative interventions and wayfinding that give a sense of place and meaning to the communities that live, work, visit and play in Selsey will help in making connections and develop understanding which, in turn, inspires to create a greater sense of community.

I hope this review outlines some interesting ideas and I am available anytime should anyone wish to respond with any questions and/or comments.

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Manhood Peninsula Partnership: Selsey Haven Funding Research

Summary Report

Prepared by: Hilary O’Sullivan, WFTT Ltd

Introduction

Manhood Peninsula Partnership are investigating the viability and potential benefits of building a Haven at East Beach, Selsey. The aims of the project are to:

- Secure the future of Selsey’s fishing industry, by improving safety conditions and enabling more of the local catch to be sold locally at market prices;
- Provide a destination point to attract higher spending visitors to Selsey and the Manhood Peninsula; and
- Provide facilities for leisure boats, diving crafts and other boats.
- Over the medium term, stimulate the local economy and provide new jobs for local residents.

WFTT have been commissioned to take forward work commenced by the Project Officer to provide an overview of potential funding for the Haven development and associated facilities, as outlined in the Vail Williams, Royal HaskoningDHV and Marshall Scott reports. Our work has covered both public and private funding sources and involved:

- Desk research to review and identify potential ‘public sector’ funding sources for the Haven project, with follow up phone calls to clarify details
- Desk research to identify relevant marina operators, including the developments in which they are involved and - where available - the nature of their involvement.
- Follow-up telephone interviews with representatives of two marina operators as well as Vail Williams who represent the sector, to gauge initial reactions to the Selsey proposals and better understand their investment activities (level and type of investment/involvement in marina scheme; favoured scheme types; returns sought etc.)

Key findings

Public investment in Selsey Haven Infrastructure

With a potential development cost of £20M creating the new Haven will require a substantial level of “public” investment.

The sources identified with the most potential for funding elements of the core marina infrastructure include the next round of Coastal Communities Fund and Marine Management Organisation Funding. There may also be some scope under RDPE growth fund and C2C if the marina were considered as tourism infrastructure.

However, it should be noted that maximum grant rules for these programmes mean that a significant funding gap would remain even if such resources were secured. There may also be issues with timing given the time needed to progress any scheme to one with secured planning permission. Annex 1 provides more details.

Private investment in Selsey Haven Infrastructure

Britain's marinas are owned and managed by a range of organisations. These include single location operators, which include family businesses, not-for-profits and organisations such as Trust Ports (e.g. Shoreham Port), or companies with a majority of berth-holder ownership (e.g. Sailport plc at Dartmouth). The research has identified eight large organisations who operate several sites in UK, including coastal sites and also in some cases overseas locations. The latter category includes Premier, MDL, Yacht Havens, Dean & Reddyhof.

Our research indicates that, for a new development, operators favor involvement at an early stage (so they can ensure that the design/facilities mix etc. are right) and in some cases ownership of those closely associated facilities (commercial, restaurant and retail space) which are then leased out, so that they can control tenant mix and the overall quality of the marina's offer.

The private sector will look for commercial returns from any investment at Selsey. Although required returns and anticipated pay-back periods vary from scheme to scheme, a typical return of 10% has been suggested and investment recoupment within 10 years. The operators also indicated that the cost of investment in "heavy sea based infrastructure" strongly impacts the attractiveness of an investment scheme. Given these factors, the research suggests that, for the Selsey Haven scheme (as currently imagined), the private sector would be willing to contribute only a very small proportion of the initial infrastructure investment cost and substantial public funding would be needed. The larger operators interviewed told us that they usually look for a scheme to have 250 berths plus to be commercially attractive, although all potential schemes are considered on their individual merits.

Annex 2 and Annex 3 provide more details.

Public investment in other elements of Selsey beach regeneration

Setting aside the main infrastructure to create the Haven, a number of other public funding sources have potential to support the capital funding elements of the Selsey beach regeneration (identified by Selsey Vision and in the Marshall/Nairne Economic Impact report. These could potentially contribute to the provision of commercial space; support local food initiatives; contribute to tourism infrastructure and associated public realm enhancements. These funds are summarized in Annex 1 and include:

- C2C Local Growth Fund (subject to clarification with C2C)
- Place Plans (subject to CDC recommendation)
- RDPE Growth Fund (Business Development and Rural Tourism Strands)
- RDPE LEADER

Selsey Haven Grants & Funding

| Organisation / Fund | Criteria | Responses | Eligibility |
|--|--|---|---|
| WSSC Place Plan | Must be proposed by CDC | The WSSC programme is reviewed annually but the Haven cannot not be proposed at present as the various reports commissioned have not been considered by CDC Council yet. | Tentative |
| Big Lottery - Reaching Communities Buildings | Application must be submitted by CIO | Specific sections of the Selsey haven project may be eligible if application is submitted by a not for profit org such as a Charitable Incorporated Organisation (CIO). An application from CDC will not be eligible. The project was previously out of remit on grounds of cost and the fact that not all participants were not-for-profit orgs. | Yes. Partial funding available if application submitted by a CIO |
| Coast to Capital (LEP): | Projects must be in the rural area. Fisheries projects are not eligible. | Some ancillary projects supporting Selsey Haven may be eligible. C2C posed the question to several parties on 14/12/2017. C2C confirmed they do not fund fisheries projects therefore they cannot support the recommendations related specifically to fishing. The suggestion was to approach EAFRD. | Projects associated with Selsey Vision are eligible. Construction of the haven is not eligible. |
| LEADER | LEADER grant funding is available towards capital expenditure. Development costs, including planning application, are not eligible. Application cannot be from a local authority | Although construction costs would be eligible this is a multi-million pound project which will be delivered over a period of time. Unfortunately, this does not particularly fit with the criteria of LEADER funding, especially in relation to project costs and timescale – the maximum grant that the LAG will award is £75,000 and projects applying for LEADER funding must have a proposed completion date of December 2019 at the latest. This means applications to LEADER must be submitted by Oct 2018. Only projects that can be completed by the end of 2019 will be considered. LEADER does not normally fund projects submitted by local authorities. The EAFRD (European Agricultural Fund For Rural Development) Growth fund was suggested. This is a larger fund for bigger projects than LEADER. It operates on similar timescales, however the end date is Dec 2020 to allow time for the larger projects to be completed. | Yes, but may not take place within permitted time frame. . |
| EAFRD - European Agricultural Fund for Rural Development | Projects must be in the rural area. Councils can apply. | This is the DEFRA wing of EU funding, managed by the Rural Payments Agency. The main objective is better management of natural resources and the wider adoption of farming practices which are climate friendly. Support will target tourism, broadband infrastructure and renewable energy. The programme will promote genuine local economic partnerships and the Leader approach. EAFRD funding was suggested as a funding source for projects arising from the Marshall Regen Socio Economic Assessment. The postcode for Selsey Haven (PO20 0SZ) passes the Rural Payment Agency's (RPA) "Magic Map" eligibility test. It can be used for a project under the Growth Programme. Applications for funding a non-profit project by a council may be eligible for funding under the Tourism Infrastructure call. To be eligible for funding the project must encourage tourism in the area | Projects associated with Selsey Haven encouraging tourism may be eligible under the tourism infrastructure call. The Rural Payments Agency did not specify further. |
| RDPE growth funding - Regional Development Programme for England | Under the RDPE Growth Programme, there are grants for: • food processing • business development • rural tourism infrastructure | Rural Development Programme funding started in 2015 and will continue until 2020. The grants are funded by the European Agricultural Fund for Rural Development (EAFRD), which is part of the European Structural and Investment Fund (ESIF). The deadline to submit expressions of interest for the Growth Programme is midnight on 31 May 2018. | Projects associated with Selsey Vision are eligible. Construction of the haven is not eligible. |
| Coastal West Sussex | CWS not able to help with a project of this type. | The Coastal West Sussex Partnership brings together leaders from business, education and the public sector to work collectively on economic issues that affect the coast. It is a strategic not a funding partnership. Caroline Wood, C2C, suggested asking DCLG, responsible for the Coastal Community Teams, for recommendations re future funding. | No |
| DCLG - Coastal Community Teams Fund | Funding only for setting up new Coastal Community Teams | A number of new CCTs were announced in early 2017. Funding was for setting up the new teams, nothing else. | No |

| Organisation / Fund | Criteria | Responses | Eligibility |
|--|--|--|--|
| Coastal Communities Fund Round 5 (this is NOT part of the DCLG Coastal Community Teams Fund shown above) | Funding call not open yet. The next funding round for England and Northern Ireland is expected to be announced later in 2018. Criteria are not yet available but it is likely that construction projects will need to have planning permission in place. Funding is retrospective. | Selsey Haven as a wider project may be eligible to receive partial funding from the Coastal Communities Fund in Round 5 to be opened in early 2018. The new call has been announced in Wales. Information on Round 5 will not be released until 2018 but the methodology and timescales for applying to Round 4 is shown below and is likely to be similar for Round 5. Applications are made in two stages - see indicative timescales for Round 4 below to use as a reference. Key points for Round 4 were Construction projects must have planning permission to be eligible to continue to the full application at Stage 2 . All other consents, such as Environmental Impact Assessment, and other funding sources must also be in place by Stage 2 application. Timescales for Round 4 are shown below to indicate expected timescales in Round 5. Dates below are indicative only: May Open for Stage 1 Applications June Deadline for Stage 1 Applications End Aug 2016 Some orgs invited to complete a stage 2 application Late Nov 2016 Deadline for submitting Stage 2 application March 2017 Grant awards confirmed and announced Dec 2019 Deadline for completing projects and claiming CCF funding | Not yet known. Partial funding may be available. |
| ERDF - European Regional Development Fund | NA | The fishing sector is not fundable by ERDF. Other funds aimed specifically at fishing such as the European Maritime & Fisheries Fund, are considered more appropriate for fisheries projects. | No |
| European Maritime and Fisheries Fund | Local authorities can apply. Planning permission must be in place before a capital project is considered eligible. Development costs, including planning application, are not eligible. | MMO (Catherine Murphy) confirmed the Selsey Haven project is eligible for funding under various categories, but cannot confirm funding until applications are received. This is a positive step because it identifies an important funding source for part of the financial jigsaw necessary to undertake the project. 75% of £1M is available per project for local government applications. It will be worth sub-dividing the Haven into small projects to allow funding to be sought for each project. EMFF is divided into streams. Aspects of Selsey Haven will be eligible for partial funding from different streams notably - 3 Investments to Shore Based Facilities; 4 Partnerships and information sharing; 5 Seafood processing; 6 Aquaculture farming and inland fishing. May not be able to offer sufficient funds - the different streams are capped at different levels - 3 Shore Based facilities is capped at £1million - though more than one fund can be applied for. | Yes. Partial funding available dependent on criteria. |
| Crown Estates | Crown Estates no longer offer funding for projects. | CE used to have a Stewardship budget for small projects such as leaflets and notice boards but this has ended. They view themselves as a commercial entity and offer loans, but only to existing tenants. | NA |
| Flood and Coastal Erosion Risk Management Grant in Aid (FCERMGIa) | In order to attract FCERMGIa it is necessary to find match funding contributions. | The flood risk management component of Selsey Haven is extremely localised ie part of the sea wall, but it is part of Selsey's flood defence requiring replacement in the next decade. European funds cannot be used as match funding, but most others including those above, can. | Partial funding may be available but unlikely due to the small scale of the flood work component. |
| European Social Fund (ESF) | Funding facilitated by LEP Coast 2 Capital. Application must contribute to the growth of the economy through employment or increased skills levels. Aimed primarily at SMEs | The European Social Fund is the European Union's main financial instrument for supporting employment in the member states of the European Union as well as promoting economic and social cohesion. Expressions of interest to be received by end of March 2018 | Poss partial funding. The associated Projects more likely to be funded than the Haven due to EU timescales |
| Interreg 2 Seas Call 6 | Call 6 may be the last call for proposals. Step 1 of call 6 will open on 12 February 2018 and close on 2 May 2018. Step 2 will open on 8 August 2018 and close on 6 November 2018. The Monitoring Committee decision is expected for February 2019. | To be investigated when the call opens on 12 Feb. Documents not yet available. The first step of the 6th Call for proposals will be open from 12 February until 2 May 2018. During this period, applicants will have the chance to submit a Concept Note of their project. A Concept Note explains the strategic outline for a project. It contains information on the partnership and overall budget, the proposed objectives, outputs and results and the contribution to the Programme. | Not known |

Organisation / Fund
Private investment

Criteria
Investors require major infrastructure to be in place, though the wish to be involved at the design stage of a project such as Selsey Haven was expressed.
Not appropriate at this stage

Responses
Ian Froome, Vail Williams, commented as follows: the private sector will be unwilling to invest until the major infrastructure is in place. Companies invest when there is a commercial return to be made. Major structural investment is needed for Selsey Haven and major investors won't be interested until returns of 10% are likely. However if public support can be gained for major infrastructure such as roads, communications and flood infrastructure, it will help the case

Eligibility
Not at this stage. Details to be confirmed with private organisations

Horizon 2020

No

Agenda Item 17

By virtue of paragraph(s) 1, 3, 5, 6 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Agenda Item 18

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