

# Public Document Pack

**JOHN WARD**  
Director of Corporate Services

Contact: Democratic Services via email  
democraticservices@chichester.gov.uk

East Pallant House  
1 East Pallant  
Chichester  
West Sussex  
PO19 1TY  
Tel: 01243 785166  
www.chichester.gov.uk



A meeting of **Public Facing Environment Panel** will be held in the Committee Rooms, East Pallant House on **Monday 4 March 2024 at 9.30 am**

MEMBERS: Mr J Brown (Chairman), Mrs H Burton, Mr M Chilton, Ms H Desai, Mr F Hobbs, Mr S Johnson, Mr C Todhunter and Mr T Young

## AGENDA

- 1 **Chairman's Announcements**  
Any apologies for absence that have been received will be noted at this point.
- 2 **Declarations of Interest**  
Members are to make any declarations of disclosable pecuniary, personal and/or prejudicial interests which they might have in respect of matters on the agenda for this meeting.
- 3 **Approval of Minutes** (Pages 1 - 7)  
The minutes relate to the private panel held on 14 December 2023, and the public panel held on 29 January 2024.
- 4 **Energy Procurement** (Pages 9 - 13)  
The Panel is requested to consider the following report and appendices and recommend the following to Cabinet:
  - (a) **Resolve to continue as a participating authority in a tripartite contract with the LASER Energy Buying Group and enters into a 'purchase in advance' contract for a minimum of 1 and maximum of 2 years with effect from 1 October 2024, with the inclusion of the data and reporting bureau service.**
  - (b) **Delegate authority to the Divisional Manager for Property and Growth in consultation with the Cabinet Member for Property and Regeneration to extend the contract into the second year, with effect from 1 October 2025, if required.**
  - (c) **Note that a further report will be brought to Cabinet from officers on completion of a full assessment of the options to procure energy in a way that is likely to lead to greenhouse gas emission reductions from CDC's energy use.**
- 5 **A259 Chichester to Bognor Regis Scheme - Stage 1 Consultation** (Pages 15 - 32)  
The Panel is requested to consider the following report and appendices and make the following recommendation:

**That Environment Panel supports WSCC's A259 Chichester to Bognor Regis Corridor Scheme.**

**6 CCAP Going Forward - Consultation Approval (Pages 33 - 62)**

The Panel is requested to consider the following report and appendices and make the following recommendation:

That Environment Panel recommends to Cabinet to:

**(a) approve the consultation content as outlined in Appendix 1; and**

**(b) approve the consultation process and budget Option 2 - £15,000 as outlined in Appendix 2.**

**7 Three Harbours Strategy Consultation Response (Pages 63 - 105)**

The Panel is requested to consider the report and appendices and make the following recommendation:

**That the Panel recommends to Cabinet that the draft consultation response in Appendix 2 is submitted as the Council's response, subject to any comments made by Panel members.**

**8 Late Items**

The Environment Panel will consider any late items as announced by the Chairman under Agenda Item 1.

**9 Environment Panel Workplan (Page 107)**

The Panel is requested to note any items for the upcoming meeting.

**10 Next Meeting**

The Panel is requested to note that the date of the next meeting is Monday 22 April 2024 at 9.30am on Zoom.

NOTES

1) The press and public may be excluded from the meeting during any item of business wherever it is likely that there would be disclosure of 'exempt information' as defined in section 100A of and Schedule 12A to the Local Government Act 1972.

2) The press and public may view the report appendices which are not included with their copy of the agenda on the Council's website at Chichester District Council - Minutes, agendas and reports unless they contain exempt information.

3) Subject to Covid-19 Risk Assessments members of the public are advised of the following;

- Where a member of the public has registered a question they will be invited to attend the meeting and will be issued a seat in the public gallery.
- You are advised not to attend any face to face meeting if you have symptoms of Covid.

4) Subject to the provisions allowing the exclusion of the press and public, the photographing, filming or recording of this meeting from the public seating area is permitted. To assist with the management of the meeting, anyone wishing to do this is asked to inform the chairman of the meeting of their intentions before the meeting

starts. The use of mobile devices for access to social media is permitted, but these should be switched to silent for the duration of the meeting. Those undertaking such activities must do so discreetly and not disrupt the meeting, for example by oral commentary, excessive noise, distracting movement or flash photography. Filming of children, vulnerable adults or members of the audience who object should be avoided. [Standing Order 11.3 of Chichester District Council's Constitution]

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank



Minutes of the meeting of the **Public Facing Environment Panel** held in Committee Rooms, East Pallant House on Monday 29 January 2024 at 9.30 am

**Members Present:** Mr J Brown (Chairman), Ms H Desai, Mr S Johnson and Mr T Young

**Members not present:** Mrs H Burton, Mr M Chilton and Mr C Todhunter

**In attendance by invitation:**

**Officers present all items:** Mrs F Baker (Democratic Services Officer), Mr T Day (Environmental Strategy Manager), Miss M de Silva Puttick (Democratic Services Officer), Mr A Frost (Director of Planning and Environment) and Ms A Stevens (Divisional Manager for Environmental Protection)

## 1 **Chairman's Announcements**

Cllr Brown welcomed members - and members of the public - to the first public-facing Env Panel. He explained that there is no legal requirement for panels to exist, but Chichester District Council uses them to debate issues and to make recommendations. They are advisory in nature.

Apologies were received from Cllr Burton, Cllr Chilton and Cllr Todhunter.

## 2 **Declaration of Interests**

Cllr Johnson declared that he is a member of the Harbour Conservancy Board.

## 3 **Biodiversity Duty - Initial Consideration**

Mr Day explained that there is an enhancement on existing duties to report back on biodiversity, and to agree policies by 2026. There is a new national system to identify relevant policies and to take Natural England's work into account. He added that enhanced duty does not come with enhanced power, and that there should be an emphasis on partnership to secure sources of funding, without imposing on landowners. Mr Day stated that there is no additional funding from the government or any guarantee of ongoing funding. He explained that flood management co-benefits with biodiversity management.

Cllr Brown reiterated that this document is about scoping the work, not yet detailing solutions.

Cllr Young asked if there is an overlap between strategic wildlife and Coastal Partners' work. He explained that residents understand the relationship between flooding and biodiversity, and asked who is responsible for flood protection.

Cllr Brown clarified that West Sussex County Council is the responsible flood authority and noted his aim to continue to look to find resolutions to flooding.

Ms Box explained that there is a need to incorporate rivers into coastal plans and that Coastal Partners focuses specifically on the coast. More stakeholders and partnerships are getting involved.

Cllr Johnson stated the importance of strategic wildlife corridors and gathering numbers on species.

The Panel then voted on the recommendation which was agreed unanimously.

#### **4 Chichester Harbour Investment and Adaptation Plan**

Cllr Brown outlined that current policies on coastal protection are out of date - climate change means that there is need to think differently about sea defences, to include the public in plans, to think about protection of people and property and increase the resilience of natural environment. They're both important objectives. They can complement each other, but there is also the potential for conflict if it is not made an inclusive process.

Mr Stratton outlined that Coastal Partners is a risk management authority that focuses primarily on coastal erosion. He added that Environment Agency home protection proportionality means that funding allocation techniques have not yet caught up with current issues.

Ms Box introduced her report by stating that Chichester Harbour is an important site for wildlife. Habitats are currently being squeezed across both the Chichester District and Havant area and are currently in a process of degradation. Two erosion management strategies have been created, but there is no strategy plan from Emsworth to East Head. She confirmed that people and places are at the heart of strategy coordination and by 2030, the organisation hopes to strengthen the resilience of communities against flood degradation. Communities and stakeholders participate in these strategies. £1.4 million of Environment Agency funding has been sought to develop plans managed by Coastal Partners and Havant Borough Council over the next three years. This includes encouraging locals to get involved. Some risks and challenges are to be expected, including the fact that other financial contributions may be required, and there is a need to manage expectations, as not everyone can be protected. She added that embracing adaptation in its many forms should be encouraged. The balance between communities and the environment is equally weighted, with a focus on the interactions between communities and nature and bringing communities on board. She then explained that the project would need approval from the Environment Agency Large Project Review Group. Although the response is unknown so far feedback has been positive.



Mr Holder wished to note that in the next one hundred years sea levels are expected to rise by up to a metre. He reiterated the struggles with funding and regulations.

Cllr Johnson gave support to the project being progressed.

The Panel then voted on the recommendation which was agreed unanimously.

5 **Environment Panel Work Plan**

The Panel noted the workplan.

6 **Late Items**

Minutes from the meeting held Wednesday 29 November 2023 were approved.

7 **Next Meeting**

The Panel noted that the date of the next meeting is Monday 4 March 2024 at 9.30am in East Pallant House Committee Rooms.

The meeting ended at 10.32 am

---

CHAIRMAN

---

Date:

This page is intentionally left blank

**Chichester District Council**

**Environment Panel**

**4 March 2024**

**Energy Procurement**

**1. Contacts**

**Report Authors**

Victoria McKay – Divisional Manager, Property & Growth

Telephone: 01243 534519

E-mail: [vmckay@chichester.gov.uk](mailto:vmckay@chichester.gov.uk)

Andrea Smith – Carbon Reduction Project Manager

Telephone: 01243 521175

E-mail: [asmith@chichester.gov.uk](mailto:asmith@chichester.gov.uk)

**Cabinet Members:**

Adrian Moss, Cabinet Member for Regeneration and Property

Telephone: 07860 236505

E-mail: [amoss@chichester.gov.uk](mailto:amoss@chichester.gov.uk)

Jonathan Brown, Cabinet Member for Environmental Strategy

Telephone: 07890 595450 E-mail: [jbrown@chichester.gov.uk](mailto:jbrown@chichester.gov.uk)

**2. Recommendations**

**2.1 That Environment Panel recommend to Cabinet:**

- (a) Resolve to continue as a participating authority in a tripartite contract with the LASER Energy Buying Group and enters into a ‘purchase in advance’ contract for a minimum of 1 and maximum of 2 years with effect from 1 October 2024, with the inclusion of the data and reporting bureau service.**
- (b) Delegate authority to the Divisional Manager for Property and Growth in consultation with the Cabinet Member for Property and Regeneration to extend the contract into the second year, with effect from 1 October 2025, if required.**
- (c) note that a further report will be brought to Cabinet from officers on completion of a full assessment of the options to procure energy in a way that is likely to lead to greenhouse gas emission reductions from CDC’s energy use.**

**3. Background**

- 3.1 The current tripartite energy contracts for the supply of Electricity and Gas are awarded to LASER buying group (through Kent County Council) and

energy suppliers Npower and Total Gas. These contracts expire on 30 September 2024 and the council will require new energy contracts to be in place in order to purchase energy several months prior to this date. The deadline for signing new contracts through LASER is 31<sup>st</sup> March 2024.

- 3.2 LASER have completed a tender exercise to procure their new energy framework suppliers for the period 1 October 2024 to 30 September 2028. Npower are the first place tenderer for electricity and Total are the first place tenderer for gas. This reflects no change in suppliers from the current framework arrangements.
- 3.3 The council has in previous contracts opted for price certainty through a 'Purchase In Advance' (PIA) agreement. This ensures that the council's energy requirements are purchased prior to the start date of the next contract year at a fixed price for the year. The proposed contract is for a '1 plus 1' arrangement meaning that the Council is able to terminate the contract on 30<sup>th</sup> September 2025, provided 12 months' prior notice is given.
- 3.4 The latest estimates from LASER are that energy procured for the year commencing 1<sup>st</sup> October 2024 will reflect a 22.7% reduction in cost compared to the year commencing 1<sup>st</sup> October 2023.
- 3.5 At present, the council has 31 sites with individual electricity supplies. There are six major sites comprising East Pallant House, the Avenue De Chartres multi storey car park, Chichester Contract Services Depot at Westhampnett, the Novium Museum, Westward House and Freelands Close, which account for over half of the council's total annual electrical consumption requirement.
- 3.6 The council has two major sites and a third smaller site with gas fuel energy, namely EPH, the Novium Museum and Florence Road pavilion. The total gas consumption from October 2024 may decrease following recommissioning of the biomass boiler at the Novium. The CCS Works Depot at Westhampnett is heated using LPG and is procured under a separate contract.
- 3.7 The estimated contract total of corporate energy spend under the proposed contract is as set out at Appendix 1, along with costs for use of the framework and additional data access and carbon reduction reporting.
- 3.8 Whilst the new LASER Framework for 2024-2028 is similar to the current framework, it offers some key additional benefits: -
  - Social value – a social value plan is to be delivered, which will be available to spend across initiatives nominated by LASER customers, such as volunteering days and funding towards LASER customer projects.
  - Net zero – additional services are accessible through the framework for support with net zero projects.

#### **4. Proposal**

- 4.1 It is proposed that: -

- 4.1.1 The council continues as a participating authority in a tripartite contract with the LASER Energy Buying Group and enters into a new 'PIA' contract from 1 October 2024 for a period of '1 year + 1 year'. This to include the addition of the 'bureau' service, which gives added data access, as well as energy management and carbon reporting.
- 4.1.2 Officers continue to explore the options and cost implications of identifying and procuring extra renewable energy installations (known as additionality) through switching energy supplier/s with the earliest date for any change being 1<sup>st</sup> October 2025.

## 5. Alternatives Considered

- 5.1 Extend under the 2020 – 2024 framework  
This option would be similar to the recommend proposal, although would be using the old framework so would be without the additional benefits set out earlier in this report. It would also potentially bring risk of exposure to higher energy costs from October 2025, as no energy could be purchased in advance.
- 5.2 Enter into a 4 year contract with LASER  
Work is already underway to explore different renewable energy providers to demonstrate the Council's commitment to reducing its impact on the environment. Committing at this point to a 4 year contract would delay any possible move to source energy from, for example, renewable generators.
- 5.3 Procure stand-alone energy contracts directly with energy suppliers  
Whilst this might result in a more favourable financial arrangement for the council, the process would require a significant staff resource commitment and the process would be lengthy, without guarantee of a better outcome. In addition, this option could leave the council at risk of exposure to changes in energy security, due to the chosen supplier leaving the energy market.
- 5.4 Procure energy through a reverse auction model  
Advice from the Council's Legal and Procurement officers is that a regular green tariff and reverse auction mechanism would give a clear demonstration of the legal requirement for best value. However, seeking an 'additionality' element by requiring commitment to an energy production condition is much less clear in how that could meet the best value requirement, either by limiting the number of eligible suppliers or the risk of challenge if the additionality was included after the reverse auction had concluded. The financial cost of the 'green additionality' cannot be quantified.

This option is not recommended at this point in time given the uncertainty over quality of service delivery, as well as the risk around procurement tailored to deliver 'green additionality'.

## 6. Consultation

- 6.1 The Council's Legal and Procurement officers have been consulted on the options and their feedback and advice is as set out in this report.

## 7. Resources & Legal Implications

- 7.1 The LASER contract arrangements are part of a compliant framework, thereby requiring no additional procurement process and this has been confirmed by Legal services. A direct award can be made to the first place suppliers. The Director of Corporate Services/s151 Officer has approved the use of the new LASER framework as being compliant with the Council's Contract Standing Orders.

## 8. Community Impact and Corporate Risks

- 8.1 The risks to energy security and excessive cost increases over the contract period are reduced by entering into a PIA contract.

## 9. Other Implications

Are there any implications for the following?		
	Yes	No
<b>Crime and Disorder</b>		X
<b>Climate Change and Biodiversity</b> Consideration of future procurement options will enable options for green energy supplies to be reported as part of the next decision making process.	X	
<b>Human Rights and Equality Impact</b>		X
<b>Safeguarding and Early Help</b>		X
<b>General Data Protection Regulations (GDPR)</b>		X
<b>Health and Wellbeing</b>		X

## 10. Appendices

- 10.1 Appendix 1 – Cost information

## 11. Background Papers

None

## APPENDIX 1 ENERGY PROCUREMENT

The recent cost of living and energy cost increases mean that prices have remained high and although the market is currently stabilising there is no evidence to suggest a significant and sustained drop in prices.

To estimate contract value it is therefore prudent to use consumption figures for the just the year ending 31<sup>st</sup> March 2023.

These estimates exclude VAT, any savings predicted by LASER and assume unchanged consumption levels.

### Year 1

Electricity	£312,000
Gas	£60,200
Fully Managed Bureau Service	£17,154
<b>Yr 1 estimated total</b>	<b>£389,354</b>

### Year 2

Electricity	£312,000
Gas	£60,200
Fully Managed Bureau Service	£17,154
<b>Yr 2 estimated total</b>	<b>£389,354</b>

Total estimated contract value over 2 years	<b>£778,708</b>
---	-----------------

There is sufficient budget provision in the 2024/25 budget for the estimated costs: -

	2024/25 budget	Budget required for Yr 1 of proposed contract (Oct-24 – Mar-25)	Estimated costs for Yr 1 of proposed contract (Oct-24 – Mar-25) *
Electricity	£652,000	£326,000	£164,577
Gas	£85,000	£42,500	£38,677

\*includes a share of the fully managed bureau service cost

Any future budgetary refinement or changes needed can be considered once contracts are signed and actual costs confirmed.

This page is intentionally left blank



**Chichester District Council**

**Environment Panel**

**4 March 2024**

**Consultation response to WSCC's A259 Chichester to Bognor Regis  
Corridor Scheme Consultation**

**1. Contacts**

**Report Author:**

Simon Ballard – Environmental Protection Manager  
Telephone: 01243 534694 E-mail: [sballard@chichester.gov.uk](mailto:sballard@chichester.gov.uk)

**Cabinet Member:**

Jonathan Brown - Cabinet Member for Environmental Strategy  
Telephone: 07890595450 E-mail: [jbrown@chichester.gov.uk](mailto:jbrown@chichester.gov.uk)

**2. Recommendation**

**2.1 That Environment Panel supports WSCC's A259 Chichester to Bognor Regis  
Corridor Scheme.**

**3. Background**

- 3.1 WSCC is carrying out a public consultation 'A259 Chichester to Bognor Regis Corridor Scheme' closing 11 March 2024. This paper recommends support for the scheme subject to a further WSCC consultation intended for later this year which will provide the proposed scheme's detail.
- 3.2 The route features in WSCC's draft Local Cycling and Walking Infrastructure Plan (LCWIP). The Council supports WSCC bringing forward active travel schemes that support development growth through the emerging local plan and that seek to encourage the decarbonisation of transport.
- 3.3 The consultation is what WSCC call a Stage 1 consultation with the intention of engaging the community at the earliest time to harvest their ideas. The consultation does not feature detailed plans of the proposals but only a text-based description of what features the scheme might include (see Appendix 1). WSCC will then consider the consultation responses, work up drawings and consult again. At that time the Council would comment in more detail on the scheme.
- 3.4 The scheme is underpinned by WSCC's 'West Sussex Transport Plan (2022-2036)'. The scheme is not funded. WSCC expects the scheme to be funded by central government grants.

**4. Outcomes to be Achieved**

- 4.1 To continue to work with WSCC for the development, consultation, and delivery of sustainable transport schemes.

4.2 This work supports the Corporate Plan Vision and the Council's Climate Change Action Plan and Air Quality Action Plan.

## 5. Proposal

5.1 To consider WSCC's A259 Chichester to Bognor Regis Corridor Scheme Consultation and to indicate support for the scheme subject to being consulted on the detail in due course. Proposed comments on the scheme are provided at Appendix 2 and are to be appended to the Council's consultation response.

## 6. Alternatives Considered

6.1 The alternative would be to not support the scheme. However, the scheme is congruent with Council policy, would assist in mitigating development growth and intends improvements to a vital route into/out-of Chichester.

## 7. Resource and Legal Implications

7.1 Responding to a further WSCC consultation on the scheme is within the Council's current staff and financial resources and there are no legal implications.

## 8. Consultation

8.1 WSCC is hosting its consultation on its 'YourVoice' page (see: [A259 Chichester to Bognor Regis Corridor Scheme | Your Voice West Sussex](#) allied by messages through its social-media channels. WSCC has indicated that it will accept the Council's response outside of the consultation questions that they are posing on-line (see Appendix 3) and beyond the cut-off date for submission of consultation comments.

8.2 Council members will be made aware of the consultation by an article in the Council's Members' Bulletin.

## 9. Community Impact and Corporate Risks

9.1 The community will benefit from greater choice in their transport mode from the scheme's delivery. The infrastructure would enable safer walking, wheeling and cycling intra-urban utility journeys and more reliable bus journey times thus displacing more carbon intense forms of travel.

9.2 Modal-shift towards non-car modes (walking, wheeling, cycling) is modelled in the Local Plan transport modelling at 5% across the plan period. The delivery of schemes, such as proposed here, is important in seeking to achieve modal-shift and shifting local journeys to non-car modes to support development.

## 10. Other Implications

	Yes	No
<b>Crime and Disorder</b>		✓
<b>Climate Change and Biodiversity</b> Subject to schemes being delivered then the related infrastructure should enable a greater	✓	

number of trips to be made by foot and bike with a commensurate reduction in carbon emissions.		
<b>Human Rights and Equality Impact</b>		✓
<b>Safeguarding and Early Help</b>		✓
<b>General Data Protection Regulations (GDPR)</b>		✓
<b>Health and Wellbeing</b> The Council has made a commitment to 'help our communities be healthy and active'. A more coherent and safer network of walking and cycling routes should enable a more active lifestyle with related benefits to physical and mental health.	✓	
<b>Other</b>		✓

## 11. Appendices

- 11.1 Appendix 1: WSCC Proposals for the A259 Chichester to Bognor Regis Corridor Scheme.
- 11.2 Appendix 2: Chichester District Council's Wildlife and Ecology Comments.
- 11.3 Appendix 3: A259 Chichester to Bognor Regis Transport Corridor Initial Engagement Survey

## 12. Background Papers

- 12.1 None.

This page is intentionally left blank

## **Appendix 1: WSCC Proposals for the A259 Chichester to Bognor Regis Corridor Scheme:**

The emerging scheme is intended to make local bus services more reliable and a more attractive transport choice, and make active travel a more realistic, attractive, and safe option for journeys along the corridor. This could lead to a reduction in short-distance car journeys along the corridor, if more journeys are made by public transport, cycling and walking. The emerging scheme is also expected to improve the junctions for all road users to improve road safety and reduce congestion.

The scheme would provide improvements between the A27/A259 Bognor Rd junction and the A29 Shripney Rd/A259 Charles Purley Way (Felpham Relief Road) junction (and north to Shripney Lane).

The types of improvements that we are considering along the route includes:

- Two-way segregated cycle tracks.
- Smaller sections of shared use (i.e. for walking and cycling) path where space is limited.
- Signal controlled crossings for pedestrians and cyclists.
- Pedestrian and cyclist priority across side road junctions, which could be via raised tables.
- Dedicated bus-only lanes, both northbound and southbound, along some sections of the route.
- Bus gates where buses receive their own traffic signal to give them priority over other traffic.
- Quiet routes that utilise existing low-traffic roads parallel to the A259, which are shared with all road users.
- Junction improvements to improve safety for all users and reduce congestion, including the A259 Bognor Rd/Drayton Lane junction and signalisation of the A259 Chichester Rd/A259 Gladius Way (North Bersted bypass) junction.
- Upgrading bus laybys to include real time passenger information display boards, shelters and better paths to improve accessibility and safety.

The scheme is at an early stage of development and is likely to depend on securing Government grant funding, so it is expected to be several years before construction could commence.

This page is intentionally left blank

## **Appendix 2: Chichester District Council's Comments:**

### **General:**

The Council is pleased to see WSCC's early consultation for this corridor's improvement. We support WSCC's proposed improvement to the corridor which is congruent with the Council's adopted Climate change Action Plan and Air Quality Action Plan and supports the emerging Local Plan's evidence base's modelled 5% modal-shift across the plan period.

The Council is keen to see walking, cycling and wheeling infrastructure of the highest quality that delivers the best achievable standard within the DfT design guide note LTN1/20 subject to the constraints on the corridor. The Council urges WSCC to bring the scheme forwards at the earliest time and that WSCC is optimally resourced to bring this to reality.

### **Protected Habitats and Species**

Due to the scale of the project we would recommend that an Ecological Impact assessment is undertaken by a trained ecologist to determine the impact the project would have on any protected sites, habitats or species within the site and surrounding environment. Following this survey if any further surveys are recommended we would require these to also be undertaken and any mitigation required to be considered and included within the planning application.

### **SAC Bat species**

Due to the sites location within the buffer zone\*\* for the Singleton and Cocking Tunnel SAC consideration will need to be given to any SAC bat species which may be using the project area for foraging and commuting. This will include undertaking bat activity surveys using both transect and static bat detectors over a period of months. A Habitat Regulations Assessment will need to be undertaken for the proposal and if SAC bats were found to be utilising the site an Appropriate Assessment will also need to be completed.

### **Wildlife Corridors**

As part of the corridor is within an area identified as a potential Strategic Wildlife Corridor as identified in the Strategic Wildlife Corridors Background Paper we will require that the proposal does not adversely affect the potential or value of the wildlife corridor. The ecological survey will need to address and investigate ways that any impact can be mitigated. We would ideally like to see a sensitive lighting scheme produced taking light sensitive bat species into consideration with directional lighting away from any hedgerow or treelines. We also would like to see reasonable buffer areas between any ecological features within the corridors including any hedgerows, treelines and water course.

#### **\*\*Note:**

The SAC buffers are a circular buffer surrounding the SAC and the known SAC flightlines. There are two buffers a 6.5km inner buffer zone and a wider 12km buffer zone. For this site it is just within the 12km buffer zone for the Singleton and Cocking Tunnel so we will need to do a HRA and AA (if barbastelle or Bechstein bats are found commuting through the site).

This page is intentionally left blank



# A259 Chichester to Bognor Regis Transport Corridor Initial Engagement Survey

We're working to improve the transport network and would like to understand your views on our early ideas to help shape the proposals for the A259 between Chichester and Bognor Regis.

The proposals are part of the County Council's transport strategy, which includes making walking, cycling and public transport more appealing options for short trips. As well as helping to improve the health, wellbeing and safety of West Sussex residents, it is expected that improving public transport, and facilities for walkers and cyclists will support the local economy, benefit people without access to a car, and reduce impacts on the environment. The proposals are part of a wider strategy that also includes improving the performance of the A27 and supporting the transition to electric vehicles.

We want to hear your views on the types of improvements we are considering. We will use your feedback from this survey and the interactive map, along with other information about the proposals, to develop a series of improvements that, subject to the feedback we receive, will be presented at a formal consultation later this year.

You can give your feedback on this initial engagement by:

- Adding your comments directly on the interactive map
- Completing this initial engagement survey

Before you complete this survey, please read the information on the Initial Engagement webpage:

<https://yourvoice.westsussex.gov.uk/a259-chichester-bognorregis>

**This survey will close on Monday 11th March 2024 at 23:55**

**Privacy statement:** West Sussex County Council will collect some personal data (e.g. age, sex) in order to comply with a statutory duty. We will process this data in accordance with the 2018 Data Protection Act, General Data Protection Regulations and any subsequent relevant legislation. West Sussex County Council is registered as a Data Controller (Reg. No. Z6413427). The data you provide will not be used for any purpose other than that stated, and will be stored electronically for a period of up to 5 years before being appropriately destroyed. For further information about our Data Controller, please see [www.westsussex.gov.uk/privacy-policy](http://www.westsussex.gov.uk/privacy-policy)

The data will be collected, processed and analysed by our consultants, WSP, on behalf of West Sussex County Council for the purpose of this engagement period only. For further information about WSP's data protection policy please see <https://www.wsp.com/en-GL/legal/privacy-policy>

**Alternative Formats:** If you require any of the information for this project in an alternative format, please contact us on 01243 642105 or via email at [LTP@westsussex.gov.uk](mailto:LTP@westsussex.gov.uk) and we will do our best to assist you. If you are deaf or hard of hearing and have an NGT texting app installed on your computer, laptop or smartphone, you can contact us on 18001 (01243 642105).

## Section 1 – About you

### Q1. Are you responding as...?

*Please select the option that best describes you:*

- A resident from within West Sussex
- A representative of a local community group or residents' association
- A representative of an educational establishment, such as a school or college
- A business owner or representative
- A representative of a charity, voluntary or community sector organisation (VCS)
- A resident from outside the county
- A representative of a local council
- Other, please specify

**Q2. If you are responding on behalf of an organisation (business, community group, residents' association, education establishment, council or any other organisation), please tell us the name of your organisation. *Please write in below.***

### Q3. How did you find out about this engagement exercise?

*Please select all that apply*

- Postcard
- Poster
- Social media
- West Sussex County Council website
- Email
- E-newsletter
- Press release
- Word of mouth
- Other, please specify

**Q4. Please provide us with your full postcode (*e.g. if your postcode is RH10 4AE, please enter RH10 4AE*)**

## Section 2 – Current travel habits

**Q5. Thinking about your normal travel habits, do you usually travel along the A259 Chichester to Bognor Regis corridor ?**

- Yes  
 No

**Q6. Thinking about your normal travel habits, on average, how often do you use the following methods of transport when travelling in and around Chichester and Bognor Regis?**

*Please select **one** option for each method of transport.*

	5+ times a week	3-4 times a week	1-2 times a week	Less than once a week	Never use
Bicycle					
Walking					
Using a mobility aid such as a wheelchair or mobility scooter					
Bus					
Train					
Motorbike					
Private car – as a driver					
Private car – as a passenger					
Taxi – as a driver					
Taxi – as a passenger					
Van or lorry					
Other					

**Q7. If you selected 'other' in the question above, please specify the method of transport you use**

### Section 3 – Attitudes to sustainable travel

We believe it is important to encourage sustainable travel as it provides benefits to our health, wellbeing, safety and supports our local economy. We also want to make the transport network safe, easy to use, attractive, and inclusive for all.

#### **Q8. How effective would the following initiatives be in encouraging you to use public transport, cycle or walk more often around your local area?**

*Please select one option for each factor*

	<b>Very effective</b>	<b>Fairly effective</b>	<b>Neither effective nor ineffective</b>	<b>Fairly ineffective</b>	<b>Not effective at all</b>	<b>Don't know</b>
Shorter bus journey times						
More frequent buses						
Improved bus stop access and facilities e.g. crossings, footpaths, lighting, shelters and electronic real time bus displays						
Cycle tracks with segregation from general traffic and the footway						
A continuous cycle route that extends across junctions and around bus stops						
Shared paths to be used by both pedestrians and cyclists						
Crossing facilities for cycling and walking						
Measures to reduce traffic volumes and speeds						

## Section 4 – The proposals

The emerging A259 Chichester to Bognor Regis improvement scheme proposes to include:

- bus lanes on the northbound A259 towards the A27/A259 Bognor Rd junction and on approaches to the A259 Chichester Rd/A259 Gladius Way (North Bersted Bypass) and A29 Shripney Rd/A259 Charles Purley Way (Felpham Relief Road) junctions;
- improved bus stop waiting facilities;
- a continuous, and fully segregated where possible, footway and cycle track from the A27/A259 Bognor Rd junction to the A259 Chichester Rd/A259 Gladius Way (North Bersted Bypass) junction;
- a continuous and fully segregated where possible, footway and cycle track from North Bersted St/Rowan Way junction to A29 Shripney Rd/Shripney lane junction;
- improved crossing facilities;
- improvements to some junctions to improve safety, such as at the Marsh Lane and Colworth Lane junctions, and at the A259 Rowan Way/A29 Oldlands Way junction; and
- improvements at A259 Drayton Lane and A259 Chichester Rd/A259 Gladius Way (North Bersted Bypass) junctions to improve traffic flow.

### Q9. Overall, to what extent do you support the proposals set out above for the A259 corridor?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose
- Don't know

### Q10. To what extent do you support the following individual improvement ideas for the A259 corridor?

*Please select one option for each improvement idea*

	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	Don't know
Junction improvements, including larger roundabouts, and wider entry and exit arms.						

Banning lightly-used vehicle right turns to improve road safety						
Bus lanes and traffic signals that detect and prioritise buses to reduce bus journey times						
Improved bus stop facilities, e.g. shelters, lighting, electronic real time bus displays, footpath access.						
Two-way cycle tracks, separated from the road and footway by kerbs, including raised tables at side roads to reduce speeds.						
Shared use (i.e. walk/cycle) paths, including raised tables at side roads to reduce speeds.						
Upgrading signal controlled crossings to allow cyclists to use them as well as pedestrians						

**Q11. Do you have any further comments about the proposals?**

## Section 5 – Inclusivity

Please provide us with some information about yourself. We do this to make sure that we are reaching people from many different backgrounds and viewpoints. It is not compulsory to do so, but you can be assured that all the information you do provide will be kept completely confidential. No identifiable information about you will be passed on to any other bodies, members of the public or press.

If there are any questions you do not wish to answer, there are options to say ‘prefer not to say’ for each question.

### Q12. Which of these age groups applies to you? Please select *one* option

- 12 or under (please do not answer any further questions)
- 13 – 14
- 15 – 19
- 20 – 24
- 25 – 34
- 35 – 44
- 45 – 54
- 55 – 64
- 65 – 74
- 75 – 84
- 85 +
- Prefer not to say

### Q13. Are you...?

*Please select one option*

- Male
- Female
- Prefer not to say

### Q14. To which of these ethnic groups do you feel you belong?

*Please select one option, source: 2021 Census*

- White British
- White other
- Mixed
- Black
- Asian



- Chinese
- Gypsy/Irish Traveller
- I prefer not to say
- Other\*

*\*Other – If your ethnic group is not specified on the list, please describe it here:*

**Q15. What is your religion?**

- No religion
- Christian (including Church of England, Catholic, Protestant or any other Christian denominations)
- Buddhist
- Hindu
- Jewish
- Muslim
- Sikh
- I prefer not to say
- Other\*

*\*Other*

The Equality Act 2010 describes a person as disabled if they have a long standing physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

**Q16. Do you consider yourself to be disabled as set out in the Equality Act 2010?**

*Please select one option*

- Yes
- No
- I prefer not to say

**Q17. If yes, please state what your disability is**

- Physical impairment
- Sensory impairment
- Mental health issue
- Learning disability
- Long-term illness
- I prefer not to say
- Other (please specify)

**Q18. If you would like to leave your email address below you will automatically receive a copy of your responses when you click on the submit button.**

Email addresses provided here, will not be used for any other purpose.

**Q.19. If you would like to be notified of the next stage of formal consultation about this scheme, please provide your email address, or postal address**

Contact information provided here will not be used for any other purpose.

Name

Email

Address Line 1

Address Line 2

Address Line 3

Postcode

Thank you for taking the time to complete this survey; your feedback is important to us. All feedback received will be reviewed and considered in the development of our proposals.

We will report back on the feedback we receive, but details of individual responses will remain anonymous, and we will keep your personal details confidential.

**Closing date for responses: Monday 11<sup>th</sup> March 2024 at 23:55**

**Chichester District Council**

**Environment Panel**

**4 March 2024**

**Consultation on the Second Climate Emergency Detailed Action Plan**

**1. Contacts**

**Report Authors:**

Tom Day – Environmental Strategy Unit Manager

Tel: 01243 534854 Email: [tday@chichester.gov.uk](mailto:tday@chichester.gov.uk)

Andrea Smith – Carbon Reduction Projects Manager

Tel: 01243 521175 Email: [asmith@chichester.gov.uk](mailto:asmith@chichester.gov.uk)

Sara Osman – Specialist Environment Officer

Tel: 01243 534607 Email: [sosman@chichester.gov.uk](mailto:sosman@chichester.gov.uk)

**2. Recommendations**

**2.1 That Environment Panel recommends to Cabinet to:**

**(a) approve the consultation content as outlined in Appendix 1; and**

**(b) approve the consultation process and budget Option 2 - £15,000 as outlined in Appendix 2.**

**3. Background**

3.1 In 2019 Chichester District Council declared a climate emergency. This declaration led the council to adopt an action plan to reduce its own emissions and help others in the district reduce their emissions. This plan runs through to 2025. As the current plan is coming to an end, it is proposed that the council embarks on a consultation to inform the development of the second Climate Emergency Action Plan with the aim that this will be adopted in the second half of 2025 and run from 2025-2030.

**4. Key points**

4.1 Discussions have taken place with teams across the council on proposals for the second action plan. These projects have been included in a consultation document (Appendix 1). The consultation document also provides context to explain what climate change is, what the council has done so far and, what it will do in the final year of the current plan. At the end there is a survey which asks respondents to rank proposals in order of preference. The content of the

consultation document is work in progress and so may change before the consultation goes live.

- 4.2 Appendix 2 covers the range of activities that can be undertaken to raise awareness of the consultation and encourage people to discuss climate change action. Two options are presented. One range of activities is costed at about £10,000 and a second option with additional activities is costed at £15,000 and is the recommended option.
- 4.3 People living and working in the district will be encouraged to respond to the survey online. The online consultation will be laid out so respondents will be able to skip over sections easily. It will appear much shorter than it does in a paper version. There will be an article in the summer edition of Initiatives magazine with a pull-out questionnaire that people can post to the council.
- 4.4 The consultation document makes clear that the council cannot guarantee that projects will go ahead even if there is public support as implementation may depend on funding.
- 4.5 The document states that greenhouse gas emissions in the district will be benchmarked against the Government produced emissions data to assess if the reductions are on the right path to meet the Government's net zero by 2050 target. However, we will no longer use the word "target" as the council can only influence rather than control emissions in the district. There is no consultation question on this approach.
- 4.6 Interim targets for the council's own emissions will be created by plotting a straight line from emissions at a start date to net zero by 2050 (if that is the target date that is agreed). A similar approach could be taken with the district emissions. This is a crude approach as the Government's advisors on climate change, the Committee on Climate Change, see the rate of reduction changing up to 2050, but it would give an indication. There is a consultation question on whether the council's target date should be 2050 or earlier or later.
- 4.7 The timetable for the development of the second action plan is:
  - 4 March 2024: Environment Panel recommendation of consultation content, process and budget.
  - 16 April 2024: Cabinet approval of consultation exercise and supporting budget.
  - 6 May 2024: Initiatives magazine content deadline.
  - April / May / June 2024: design of consultation materials, web content and detailed event preparation.
  - July-September 2024: consultation period including publication of Initiatives on 8 July.
  - November 2024- April 2025: Production of draft action plan in consultation with teams internally.
  - May 2025: Environment Panel recommendation of draft action plan.
  - July 2025: Cabinet and Council approval of the plan.

## 5. Proposal

- 5.1 That a public consultation is conducted using the questionnaire in Appendix 1 to be publicised as set out in Option 2 of Appendix 2.

## 6. Alternatives considered

- 6.1 A reduced programme of activities to engage people who live or work in the district was considered (Option 1 in Appendix 2). However, the enhanced programme (Option 2) is recommended. The programme of activities will serve a wider purpose than solely publicising the consultation. It will raise awareness of climate change and encourage behaviour change, essential steps in the district achieving net zero.

## 7. Resource and Legal Implications

- 7.1 The resource implications of the consultation are outlined in Appendix 2. In addition, staff resources will be required. This process will take most of the time of the Carbon Reduction Project Officer and the Specialist Environment Officer for 2024 and a significant amount in 2025. The input of divisional managers and other officers will also be needed. Inclusion of a project in the consultation does not commit the council to implementing the project. Therefore, there are no further resource implications to the consultation. Additional resources for the new action plan will be subject to the normal business planning process.
- 7.2 There are no legal obligations for the council about greenhouse gas mitigation arising from this report.

## 8. Community Impact and Corporate Risks

- 8.1 Chichester district includes coastal areas vulnerable to flooding arising from sea level rise and increased surface water flooding and areas of freshwater stress, just two of the challenges associated with climate change. Climate change is a global problem and so actions by the council to reduce emissions in the district will not solve these issues but can do so as part of a global effort to reduce emissions. If the council does not take reasonable steps to reduce its own emissions and assist other individuals and organisations in the district to do likewise, it could be accused of not playing its part in this global crisis, damaging its reputation.

## 9. Other Implications

Are there any implications for the following?		
	Yes	No
<b>Crime and Disorder</b>		X
<b>Climate Change and Biodiversity</b> The action plan is designed to address climate change & some of the actions within it have intended benefits for biodiversity.	X	

<b>Human Rights and Equality Impact</b>		X
<b>Safeguarding and Early Help</b>		X
<b>General Data Protection Regulations (GDPR)</b>		X
<b>Health and Wellbeing</b> Fuel poverty is addressed by the plan.	X	

## 10. Appendices

- 10.1 Appendix 1 – the draft consultation text.  
Appendix 2 – Options for conducting the consultation and associated costings.

## 11. Background Papers

- 11.1 None

## Appendix 1

### New Climate Emergency Action Plan 2025 to 2030

#### Overview

In 2019 Chichester District Council declared a climate emergency. This declaration led the council to create an action plan to reduce its own emissions and help others in the district reduce their emissions. This plan runs through to 2025. As it is coming to an end, the council is consulting people who live and work in the district on the next plan which will run from 2025-2030.

To provide context for possible new initiatives in 2025-2030, we provide an overview of what has been done so far and what will take place in the final year of the current plan (2024-2025). We then outline proposals for projects that could happen after 2025, depending on the results of this consultation, the council's resources and availability of funding. We cannot guarantee that we will deliver projects even if they are well-supported. A new government as a result of the forthcoming general election could also change the policies and funding context within which the council operates. We will adapt and make best use of the opportunities available to the council.

In the next sections we cover; what is climate change, what the council has done so far to tackle climate change and will do in the next year or so and then the proposals for future options, which we would like your views on. You can go straight to the proposals and the survey if you wish.

[Link straight to the proposals.](#)

[Link straight to the survey.](#)

#### What is climate change?

*This text will only appear if a respondent clicks on the title above, so they can skip it easily.*

Climate change refers to the long-term shift in the Earth's average temperature and weather patterns. Since the Industrial Revolution in the mid-1800s, humans have contributed to the release of greenhouse gases that cause an increase in global temperature. Carbon dioxide – the main greenhouse gas - is produced when fossil fuels - coal, oil and gas – are burnt for energy. According to the Met Office, the level of carbon dioxide is higher than at any time in the past 800,000 years. As the level of greenhouse gases has risen so has global temperature. The average temperature of the planet has risen by about 1 °C since the Industrial Revolution. That might not sound fast but the Industrial Revolution is only yesterday in the long life of our planet.

In 2015 almost every country in the world signed a [document](#) promising to cut greenhouse gas emissions. The aim is to limit the average global temperature to well

below 2°C above pre-Industrial Revolution temperatures and to try to limit the rise to 1.5°C to reduce the impact of climate change on our lives.

But if we continue to burn fossil fuels and cut down forests at the same rate, the planet could warm by more than 4°C by 2100. The Met Office warns this warming could fundamentally change life on earth, with potentially drastic consequences.

For the UK, that is expected to mean,

- Warmer and wetter winters
- Hotter and drier summers
- More frequent and intense weather extremes

## What is net zero?

*This text will only appear if a respondent clicks on the title above, so they can skip it easily.*

Burning fossil fuels releases carbon dioxide, but this gas is taken in by plants as they grow. Technological ways to remove carbon dioxide from the atmosphere are also being explored. Net zero means that the amount of greenhouse gases that are added to the atmosphere is balanced by the amount of greenhouse gases that are removed.

The Government has set a target for the UK to reach net zero by 2050. In 2019 the Government's advisors, the Committee on Climate Change, judged that if this target was replicated around the world and was supported by ambitious, near-term reductions it would deliver a greater than 50% chance of limiting the global temperature rise to 1.5°C.

## What has the council done so far?

*This text will only appear if a respondent clicks on the title above, so they can skip it easily.*

### Cutting emissions in the district

*This text will only appear if a respondent clicks on the title above, so they can skip it easily.*

The council set an aspirational target for the district to reduce its greenhouse gas emissions by 10% a year to 2025. Road transport is the main source of emissions in the district, with housing, businesses, schools and other public services also producing greenhouse gas emissions. The council doesn't have control over most of these emissions, but it can influence them through working with others.

*Table: District emissions*

Year 1 (2020)	Emissions reduced by 11%
Year 2 (2021)	Emissions increased by 1%



The Covid pandemic has been responsible for much of the emission reductions, but even a pandemic could only reduce emissions by 11%. This shows the challenge that we face. We only have two years of data for the district target as these figures come from central government and take a long time to come through.

To cut emissions in the district, the council has:

- helped people make their homes more energy efficient and generate their own energy through solar panels.
- worked with businesses to help them improve the sustainability of their operations.
- taken part in a Government funded project that has led to 23,000 trees being planted and more on the way in phase two
- put electric vehicle charge-points in its car parks.

You can read about these and other actions in the twice-yearly progress reports that we put on our [climate change webpages](#).

Some projects have started and finished. Other actions are ongoing, for example our work on housing decarbonisation. In the next section, we present new initiatives that will take place in 2024-2025. These projects will be on top of ongoing work.

## New initiatives for 2024-2025

*This text will only appear if a respondent clicks on the title above, so they can skip it easily.*

The following projects focussed on reducing emissions from the district have not started yet. They are expected to begin in the lifetime of the current action plan, so we are not consulting on them, but want to let you know what is in the pipeline.

- We will develop higher sustainability criteria in awarding council grants.
- If we secure funding, we will hold Future Energy Landscapes workshops for residents and businesses to discuss renewable energy options for their neighbourhood.
- We will start to use the OnePlanet Net Zero Living Pathfinder Tool project, which aims to facilitate greater collaboration between local authorities, organisations, and communities, to speed up work to reach net zero.
- We will initiate a district-wide Climate Champions group, through parish councils and community groups, to share best practice, motivate other communities to establish environment/climate working groups, encourage behaviour change at a local level.
- We will prepare for weekly food waste collection to be introduced in 2026. Environmental benefits will be achieved due to a reduction in residual waste and anaerobic digestion of food waste and may be reflected in reduced district emissions.

The following are possible new initiatives that are under consideration for implementation in 2024-25 but no decision has yet been made on whether to

develop them into deliverable projects. They are designed to support the sustainability of businesses in the district.

- a grant funding scheme for small and medium sized businesses,
- a green business award scheme,
- raising awareness of sustainability benefits of basing a business in the district,
- deliver a support programme to encourage businesses to undertake projects to reduce their climate impact.

## Cutting the council's own emissions

*This text will only appear if a respondent clicks on the title above, so they can skip it easily.*

The council's emissions are about 0.5% of all the emissions in the district. But like everyone in the district, we need to play our part in reducing emissions. So, when the council created its first climate emergency action plan, it included a target that it would reduce its emissions by 10% year-on-year too. The table below shows progress so far. The council calculates its own emissions or carbon footprint.

**Table: Council's emissions**

Year 1 (Oct 2019-Sep 2020)	Emissions reduced by 12%
Year 2 (Oct 2020-Sep 2021)	Emissions reduced by 4%
Year 3 (Oct 2021-Sep 2022)	Emissions increased by 2%
Year 4 (Oct 2022-Sep 2023)	Currently being estimated

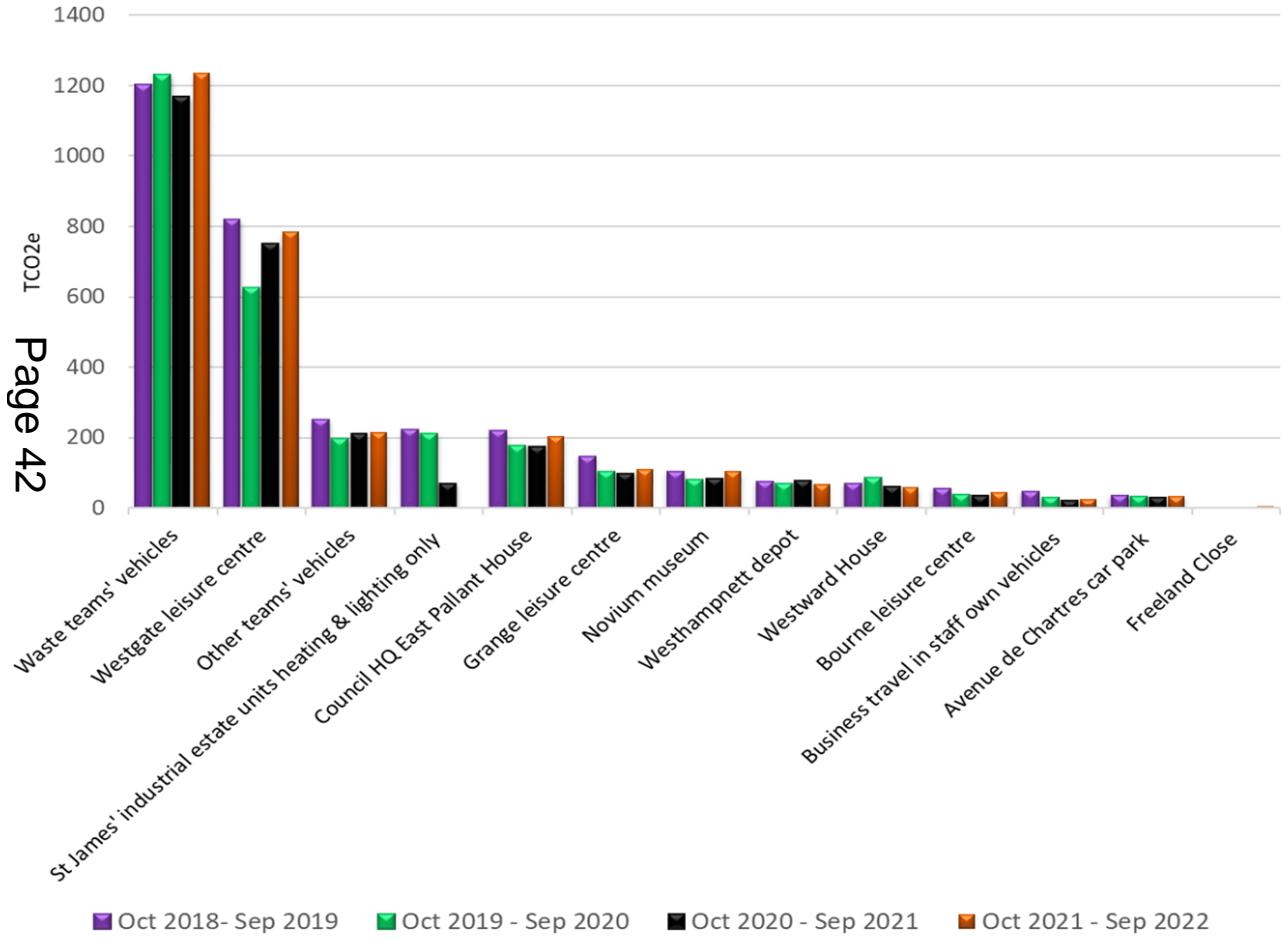
Our biggest emission source is the council's refuse vehicles. See the graph below. These diesel vehicles only do very few miles to the gallon partly due to the waste compactor on the back. We have two electric refuse vehicles on trial now. The trial is yielding mixed results and it is becoming clear that electric refuse vehicles and the required charging infrastructure are still in a relative early stage of development. But we are gradually switching vehicles used by other teams e.g. parking services, parks, street-cleaning to electric as the rest of our vehicle fleet is our third biggest source of emissions. The switch to electric is not always possible as electric versions of some specialist vehicles are not available yet.

In 2020 we won a grant of £1.3 million to reduce emissions from our second biggest source: Westgate leisure centre and further projects to reduced emissions are underway. We have also carried out major energy efficiency improvements at Westward House, the council's short-stay accommodation for people facing homelessness. The council's new short-stay facility Freeland Close and its redeveloped industrial estate St James both have solar panels and electric vehicle charge-points.

You can read about these and other actions here [add link to list of actions. Headlines only].

Draft

**Graph 1: Chichester District Council emissions (S1, S2, S3) annual emissions**



## What could we do in the future? Our consultation proposals

In this section, we present the proposals we would like your views on. We cannot guarantee that we will do these projects – even if they are well-supported. The council has limited resources and some big projects ahead e.g., a multi-million pound scheme to reduce flooding and coastal erosion at Selsey and introducing weekly food waste collection, which is a Government requirement.

### Council target

You can read about what we have already done to reduce our emissions here [link to summary list]. To make significant emission reductions in future, we know we need to reduce emissions from our refuse vehicles, Westgate leisure centre and the rest of the council vehicle fleet (e.g. street cleaning, community wardens, grounds maintenance). The options open to us have technical pros and cons. Whilst we are continuing to work to reduce own emissions, we are not consulting on these actions.

We are consulting on our target which is to reduce our emissions in line with the Government's [net zero by 2050 target](#) by plotting a straight line from emissions at a start date to net zero by 2050. We are unlikely to match this line exactly as projects will deliver different levels of emission reduction and will complete at different times, but it will be a useful benchmark.

### District greenhouse gas emissions

The council has too little control over emission sources in the district. Its own emissions account for less than 0.5%, but it is essential that the scale of change required is set out so everyone in the district can see the challenge. So, we will benchmark emissions from the district against the Government's national net zero by 2050 target, again by plotting a straight line from emissions at a start date to net zero by 2050. This is a crude approach as the Government's advisors on climate change, the Committee on Climate Change, see the rate of reduction changing up to 2050, but again it will give a useful indication.

In the next section, we seek your views on the proposals that we are putting forward to help others in the district reduce their emissions.

[Click here to see a graph showing the district's emissions.](#)

To help people understand the potential financial cost and greenhouse gas savings from different projects, we have put a table below. For context, a UK resident's carbon footprint is about 10 tonnes of greenhouse gases a year. CDC's reported emissions are about 3,000 tonnes and the district's are about 700,000 tonnes, so even emission reduction actions that are labelled "High" are still very small compared to that number.

Guidance on cost and carbon savings estimations:

	Very low	Low	Medium	High
<b>Cost:</b>		Less than £5,000	£5,000 - £50,000	Over £50,000
<b>Greenhouse gas savings a year:</b> tCO <sub>2</sub> e (tonnes carbon dioxide equivalent)	< 10	10 - 99	100 – 1,000	Over 1,000

## Homes

Our homes are the second biggest source of emissions in the district, accounting for 30% of emissions, mostly from energy used for heating and cooking. This has not changed since baseline levels in 2019.

Under the Housing Act 2004, the Council has a statutory duty to keep housing conditions in their area under review. Residential accommodation must be safe and free of health and safety hazards.

The council has provided information to people on how to reduce emissions from their homes and promotes government home improvement grants to people who are eligible. You can get information [here](#).

The council introduced the [Chichester Warm Homes Initiative](#) to help home owners and landlords letting their properties to tenants on a low income improve the energy efficiency of their property. The Council also has a well-established [Landlord Accreditation Scheme](#) to promote high standards in private rented properties and supporting landlords to achieve them.

The proposed action below includes two options, one that can be achieved with current levels of Council staff, and a second enhanced proposal that could be achieved with extra Council staff and financial support. Both options could lead to emissions reductions from housing, but success does significantly rely on government grants and programmes to plug shortages in skilled tradespeople.

We are seeking your views on the following housing related proposals for 2025 to 2030.

Proposals	Cost & Carbon savings estimate	Detail
<p><b>1. Housing decarbonisation strategy</b></p> <p>Create and implement a housing decarbonisation</p>	<p><b><u>Option 1: With existing resource</u></b></p> <p><b>Cost:</b> Low</p> <p><b>Carbon Savings:</b> Medium</p>	<p><b>Objective:</b> to improve energy efficiency of existing private housing stock thereby reducing carbon emissions.</p> <p><b>Within existing resource, we plan to:</b></p>

strategy and action plan for private sector housing stock.

- establish baseline data of energy efficiency of private housing stock.
- set targets for reducing emissions and develop an action plan for engagement with homeowners (talks, drop-in sessions, events etc.).
- continue with business-as-usual work to reduce fuel poverty, provide home energy advice for low-income households; promotion of government home energy efficiency grants and schemes; CDC Landlord Accreditation Scheme.
- Examine whether there is support and a business case for a county-wide retrofit advice service working in collaboration with other local authorities and partners.

**With additional resource (finance/ staff time) we could:**

- deliver targeted promotion of domestic retrofit and a programme of proactive community engagement. The work will be led by officers with technical knowledge and expertise to provide residents with confidence and reassurance. (Retrofit is the introduction of new materials, products and technologies into an existing building to reduce the energy needed to occupy that building).
- work with West Sussex district and borough council partners to introduce a county-wide retrofit advice service. The service will provide end to end assistance for property owners who wish to improve the energy efficiency of their property.
- deliver a volunteer Energy Champions programme in communities across the district. Provide training and support as required to build a sustainable scheme.
- through proactive resident engagement identify barriers to home energy improvements and

**Option 2: With extra resource:**

**Cost:** High  
(extra revenue cost subject to decision on business case)

**Carbon Savings:**  
High

		formulate an action plan for overcoming barriers. This should include providing support where the council is able, or signposting to external organisations, as well as exploring funding opportunities.
--	--	--

## Planning Policy

The council is the planning authority for the district outside of the South Downs National Park. We have a range of planning policies that are used to inform decisions on planning applications.

We have two proposals for this area that we are seeking your views on.

Proposals	Cost & carbon savings estimate	Detail
<p><b>2. Street tree planting schemes for new developments</b></p> <p>Commitment to produce planning guidance on tree planting and tree lined streets, building on paragraph 136 of the National Planning Policy Framework (NPPF) and, in due course, the Local Plan.</p>	<p><b>Cost:</b> Low - can be done within existing officer resource.</p> <p><b>Carbon Savings:</b> Low</p>	<p>Expanding on policies NE8 and P5 in the submission Local Plan, we will expect major developments to deliver tree lined streets and retain trees wherever possible, in accordance with the NPPF. This will include ensuring that underground utilities are routed so as to avoid conflicts with root zones and robust future maintenance plans are in place.</p>
<p><b>3. Green Travel Plans for New Developments</b></p> <p>Explore options for Green Travel Plans for new developments to be included in the next Local Plan.</p>	<p><b>Cost:</b> Low – can be done within existing officer resources.</p> <p><b>Carbon Savings:</b> Medium, possibly more</p>	<p>To ensure traffic flows freely, extra traffic from new development on the A27 will need to be offset either by people switching from cars to walking, cycling and public transport or by removing the need for the journey.</p> <p>We will ensure that Policies T1 and T2 of the Submission Local Plan are used to deliver robust and effective travel plans that include targets for switching journeys from cars to other forms of transport. However, achieving this for residential development will still be</p>



		difficult due to our inability to force lifestyle changes.
--	--	--

## Energy

As the UK switches from coal, oil and natural gas so that it produces fewer greenhouse gas emissions, the demand for electricity will increase. As more renewable sources of electricity come online the electricity produced is becoming greener. But that electricity needs to be delivered by the electrical grid and the grid needs to be improved to meet the extra demand. It also needs to be improved so that it can take electricity from new low carbon sources, such as solar farms. For some areas, homes and businesses may be supplied with hydrogen through the gas network because that is better able to meet their energy needs than electricity.

Local Area Energy Plans are a way of identifying what steps need to be taken to reduce greenhouse gas emissions most effectively in different neighbourhoods, given the type of housing and businesses and the capacity of electricity and gas networks. They can also provide information to the council planners about where to steer developments and to help energy network providers prioritise their programme of improvements. Councils are not legally required to produce a Local Area Energy Plan. They are a new development but could yield benefits in helping the district to reduce its greenhouse gas emissions as cost effectively as possible. The council would not be able to fund the steps identified though. This would have to be predominantly done through bidding for grants or drawing investment into the district.

Proposal	Cost & Carbon savings estimate	Detail
<p><b>4. Local Area Energy Plan (LAEP)</b></p> <p>This process creates an energy plan to achieve a district net zero target cost effectively. The plan then can be used to:</p> <ul style="list-style-type: none"> <li>• Bid for grants</li> <li>• Attract private investment to the area</li> <li>• Inform the Local Plan so low-carbon development is sited in the most cost-effective place</li> </ul>	<p><b>Cost:</b> High one-off costs (consultancy fees). Can be done within existing officer resource.</p> <p><b>Carbon Savings:</b> Potentially high as can reduce capital cost of decarbonisation, making it more likely to go ahead.</p>	<p>The benefits of LAEPs are largely unproven as they are quite new. Only 20 local authorities have completed the process. However, it is being mandated for Welsh authorities and electricity and gas network operators throughout UK are developing free tools for local authorities to use to create LAEPs and ramping up their collaboration with councils.</p> <p>The Government is consulting on an allied concept of heat networks.</p> <p>There is also consultation on how the public would like energy</p>

<ul style="list-style-type: none"> <li>Inform the upgrade plans of gas and electricity network operators so they prioritise locations where decarbonisation work will take place.</li> </ul>		<p>needs met e.g. heat pumps or heat networks?</p> <p>Process would take about a year. Plan will need to be updated to maintain value.</p>
--	--	--

## Transport

The biggest source of emissions in the district is road transport at 37% of total emissions. The district council does not have direct responsibility for transport in its district but is consulted on transport strategies. National Highways is responsible for the A27 and West Sussex County Council is responsible for the rest of the road network, public rights of way (public footpaths and bridleways). However, the district council does have a role in improving air quality and this leads it to support projects to reduce vehicle emissions. For example, it supports the county council in delivery of local cycling and walking projects. You can read about cycling and walking networks etc in the district [here](#). It also has a role as a taxi/private hire licensing authority.

We have the following transport proposals for 2025 to 2030 that we are seeking your views on.

Proposals	Cost & Carbon savings estimate	Detail
<p><b>5. Fund a feasibility study for part of a new cycling, wheeling and walking route which runs across Council land in Oaklands Park.</b></p> <p>The feasibility study would cover part of Route B which is identified in Chichester City Local Cycling and Walking Infrastructure Plan. See <a href="#">here</a>.</p> <p>This proposal is to fund a feasibility study, not capital works.</p>	<p><b>Cost:</b> Medium one-off cost.</p> <p>Can be done within existing officer resource.</p> <p><b>Carbon Savings:</b> Very low in isolation, but as a part of a network of infrastructure could deliver medium savings.</p>	<p>The study would cover a route connecting Oaklands Way northwards to exit Oaklands Park opposite the University entrance.</p> <p>Route B is West Sussex County Council's second priority scheme for delivery after Route K which is progressing.</p> <p>A large part of Route B is on highway (The Broadway and College Lane, Chichester) and therefore is for the county council to deliver, but Chichester District Council could deliver the section across Oaklands Park in part as it owns the land, Funding of this feasibility study <u>does not</u> mean that that would happen.</p>

<p><b>6. Increase car club provision</b></p> <p>Increase the number of car club vehicles by 10, with a preference for electric vehicles and using Chichester District Council car parks as locations.</p>	<p><b>Cost:</b> High set-up costs.</p> <p>Can be done within existing officer resource.</p> <p><b>Carbon Savings:</b> Medium</p>	<p>Chichester District Council could fund the first three years of car club vehicles after which they would need to be self-sustaining financially. Electric vehicles are the most costly, but fit with the council's policy of switching to electric unless there are significant business reasons why this is not appropriate.</p> <p>To situate a car club vehicle on the highway, would need a Traffic Regulation Order, hence preference for use of council car parks.</p>
<p><b>7. Two secure cycle storage facilities</b></p> <p>These are metal cages with cycle racks inside for say 12 bikes. Wooden clad cages cost more. Groundworks may be needed. Both cages would have locked gates. Cyclists would pay a regular fee to have a key. Use would be at owner's own risk. 24/7 CCTV would be an additional cost</p>	<p><b>Cost:</b> Medium one-off cost.</p> <p>Can be done within existing officer resource.</p> <p><b>Carbon Savings:</b> Low in isolation, but as a part of a network of infrastructure could deliver high savings.</p>	<p>A full evaluation of potential sites, costs and administration of scheme would be needed.</p>
<p><b>8. Taxi licensing</b></p> <p>The current Hackney carriage (taxi) and private hire licensing policy is likely to be renewed during the lifetime of the next action plan. Policies to reduce the greenhouse gas emissions from these vehicles will be considered as part of that review.</p>	<p><b>Cost:</b> Low - can be done within existing staff resource.</p> <p><b>Carbon savings:</b> Medium</p>	<p>This policy underwent significant review in 2021 and it was adopted by Council in July of that year with some minor amendments in 2022. The 2021 review introduced not only a 10-year age vehicle limit, but also required that new vehicles must meet the current or immediately preceding Euro emissions standard. These measures have the effect of reducing the environmental impact of licensed vehicles. Policies are generally reviewed at least every five years. Therefore, the policy is likely to be reviewed within the lifetime of this plan.</p>

## Grants

The council is due to receive funding from the developers of Graylingwell. We do not have this fund yet, but we would like to take this opportunity to ask your views on how it is used. The fund will be known as the Low Carbon Chichester Fund.

Proposal	Cost & Carbon savings estimate	Detail
<p><b>9. Low Carbon Chichester Fund</b></p> <p>Consultation on options for use of funding when it comes through e.g.:</p> <ul style="list-style-type: none"> <li>• Domestic insulation.</li> <li>• Domestic retrofit whole house inc. renewables</li> <li>• Renewables in non-domestic properties, businesses and/or community sectors</li> </ul>	<p><b>Cost:</b> High one-off cost- but externally funded for capital. Can be done within existing officer resource.</p> <p><b>Carbon Savings:</b> Medium</p>	<p>It is a requirement of the arrangement that the greenhouse gas emissions saved through projects funded by the money cost no more than £35 per tonne of greenhouse gas saved. This is quite difficult to achieve.</p> <p>Education/awareness raising and transport-based projects have not met the requirement when tried elsewhere.</p>

## Public Sector and Community Engagement

The public sector covers health, councils (parish, town, district and county councils), and education. The schools, colleges and university are where the next generations of leaders on climate change will come from. Together the public sector covers 6% of the district's emissions. We recognise that, whilst not contributing to these public sector emissions, community groups are an important part of any plan to tackle climate change at a local level.

Although the council does not have legal obligations with in this area, we can bring climate change leaders from the public and community sector together to exchange knowledge and collaborate on climate change Whilst we are not the education authority – that role rests with West Sussex County Council – we do want to support young people to take action and to involve the wider community in the understanding what we need to do to reduce emissions.

We therefore have the following proposals for 2025 to 2030 that we are seeking your views on.

Proposals	Cost & Carbon savings estimate	Detail
<p><b>10. Climate Champions</b></p> <p>Extend support of a district-wide Climate Champions group, through parish councils and community groups, to:</p> <ul style="list-style-type: none"> <li>• share best practice,</li> <li>• motivate other communities to establish environment/climate working groups,</li> <li>• encourage behaviour change at a local level.</li> </ul>	<p><b>Cost:</b> Low cost (some set-up costs expected, but could be on-going revenue costs).</p> <p>Can be done within existing officer resource.</p> <p><b>Carbon Savings:</b> Potentially high</p>	<p>A Climate Champions Network is a way to have conversations about climate change at a local level, and share information on grants, opportunities, existing schemes etc.</p> <p>The aim of the network is to inspire communities to work together to tackle climate change and understand the behaviour change that is needed. Behaviour change is key to delivering carbon savings at scale and we need the support of dedicated people in every community to engage their fellow residents on understanding climate change and the actions needed to tackle it.</p> <p>A Climate Champions group is to be established in 2024 to engage local communities through parish councils and existing environment and climate groups. This set up phase will identify good practice and opportunities for actions to tackle climate change locally. This proposal is for a second phase to significantly increase the impact and reach of this network during the next action plan period and provide support for some of the ideas that will come out of the initial set up phase. For example, this could be to set up and train energy efficiency volunteers who could provide advice to local residents.</p> <p>By supporting Climate Champions to support their fellow residents, the council could trigger a cascade of actions across the district, providing the scale of change that we need.</p>
<p><b>11. Youth engagement</b></p> <p>The youth engagement officer within the academic year starting September 2026 to</p>	<p><b>Cost:</b> Low/medium one-off cost depending on project.</p> <p>Can be done within</p>	<p>Nature of project has not been established at this time. Would depend on collaboration with the school concerned.</p>

initiate a project with a school on climate change.	existing officer resource. <b>Carbon Savings:</b> Very low	
<b>12. Public sector employers and large community organisations quarterly networking event</b>  An opportunity for not-for-profit organisations in the area to exchange ideas and information, possibly leading to collaboration on projects.	<b>Cost:</b> Low, revenue cost.  Can be done within existing officer resource.  <b>Carbon Savings:</b> Potentially high	Work will continue to support all community groups of all sizes to take action on climate change through talks and media channels alongside this proposed action, but this is an opportunity to bring organisations with more resources together to see how they can be used to combat climate change.
<b>13. Identify/produce template climate change policies for community organisations to incorporate into their procedures</b>	<b>Cost:</b> Low.  Can be done within existing officer resource.  <b>Carbon Savings:</b> Low	We believe community organisations want to incorporate climate change policies into their practices, but smaller organisations do not know where to start and how to do so cost effectively. This would address this gap.

## Nature

Forests and other ecosystems such as grassland can be carbon dioxide “sinks”. This means that on balance (net) they take in and store more carbon dioxide than they give out. A significant amount of carbon dioxide is removed from the atmosphere by this route in the district. [Link to district emissions graph].

The council does not have a legal responsibility to act in this area, but it is taking part in a major tree planting project funded by the UK Government. About 25,000 trees have been planted in partnership with landowners, farmers, community groups, parish councils, schools, charities and businesses and on the council’s own land. You can find out more about that [here](#).

Building on this work, we have the following proposals for 2025 to 2030 that we are seeking your views on. Two of the proposals relate to carbon credits. What is a carbon credit? [Link to text below].

*This text only appears if link above is clicked.*

A carbon credit is a certificate that represents a tonne of greenhouse gas. Organisations can work up projects that remove greenhouse gases from the atmosphere (such as a tree-planting scheme) or prevents the greenhouse gas from being created in the first place. To get the scheme running, the organisation can have the scheme checked by a carbon credit certifier. If the estimates of greenhouse gas savings are found to be robust, the organisation can plan to sell carbon credits. Knowing that there will be an income stream can help the organisation get funding to get the scheme off the ground. Carbon credits are bought by organisations and individuals that want to report reduced greenhouse gas emissions from their activities. They reduce their reported emissions by the number of credits bought.

<b>Proposals</b>	<b>Cost &amp; Carbon savings estimate</b>	<b>Detail</b>
<p><b>14. Tree strategy officer</b></p> <p>Continue to employ a tree strategy officer after the current Government funded project finishes in 2025 to help landowners and managers take advantage of the ample capital grants available for tree-planting.</p>	<p><b>Cost:</b> Medium revenue cost</p> <p><b>Carbon Savings:</b> Medium</p>	<p>The cost of continuing to employ the officer would either come from an application to the Government to extend the current project or from council funds. Funding for the tree-planting would come from bids to the Government or other bodies awarding grants for tree-planting.</p>
<p><b>15. Land-based carbon credits</b></p> <p>Explore options for a land-based carbon credit scheme in Chichester district.</p>	<p><b>Cost:</b> High (set up) Feasibility work could be taken forward within existing officer resources, but implementation would require a business case for additional resources.</p> <p><b>Carbon Savings:</b> High</p>	<p>The council would work with other organisations investigating this option. For landowners and managers, the income from the carbon credits would be in addition to other income streams, e.g. Biodiversity Net Gain payments.</p>

<p><b>16. Marine-based carbon credits</b></p> <p>Collaborate on developing a marine-based carbon credit scheme in Chichester district.</p> <p>Potential collaborations:</p> <ul style="list-style-type: none"> <li>• Blue Marine Foundation has funding for habitat restoration through kelp seeding.</li> <li>• Chichester Harbour Protection and Recovery of Nature (CHaPRoN) and Chichester Harbour Conservancy for sequestration through sea grass and salt marsh restoration.</li> <li>• Sussex Bay Project</li> </ul>	<p><b>Cost:</b> High (set up). Feasibility work could be taken forward within existing officer resource, but implementation would require a business case for additional resources.</p> <p><b>Carbon Savings:</b> High</p>	<p>Monitoring of marine credits is not as well understood as for land-based, so more research and investigation would form part of the set up costs. Once running a scheme would be designed to cover its own costs. The market is new and uncertain so innovation funding may required to support it.</p> <p>References for who is doing what in the marine area locally including blue carbon sequestration see:</p> <p><a href="#">Solent Forum - Solent to Sussex Bay Seascape Restoration Inventory</a></p> <p><a href="#">Solent Forum - SID Database</a></p>
---	--	---

## Adaptation

Natural and human systems can adapt to the effects of climate change to reduce harm or to exploit potential benefits.

As a district council, Chichester District Council already does the following work related to adaptation, this includes encouraging nature based solutions; an approach to hold water up in the catchment using natural habitats such as ponds/reed beds/removing manmade structures allowing river meanders to reform, thereby reducing impact of flooding from high rainfall events on saturated ground. These can be delivered through a number of projects, including those listed below:

The council has permissive powers to provide defences for coastal erosion and flooding. Coastal erosion and flooding work is undertaken by a partnership of south coast local authorities (called Coastal Partners) and the Environment Agency. In carrying out this work we will address the impacts of coastal squeeze which occurs as the natural process of habitats moving landward as sea level rises is blocked by hard sea defences, leading to the loss of mudflats and saltmarsh.

- Coastal erosion and flooding: Through Coastal Partners we are starting work on a scheme to renew defences at Selsey. We are also preparing a Chichester Harbour Investment and Adaptation Plan that will allow us to take opportunities for habitat creation in the harbour, whilst protecting properties from rising sea levels.



- Development of Strategic Wildlife Corridors. These corridors connect natural habitats, allowing wildlife to move to find food or to mate, for example. They also allow movement in response to changing climate.
- The use of sites required for mitigation on new development (for nutrient reduction and also Biodiversity Net Gain) for wetlands and other nature-based solutions, where suitable for the site in question.
- Support Arun and Rother River Trust in catchment restoration projects, encouraging nature-based solutions across a whole river catchment.
- Encourage riparian owners (landowners who have water courses traversing their land) to consider nature-based solutions to manage water flow via Ordinary Watercourse Consent applications.

The current Climate Emergency Action Plan focuses on reducing emissions of greenhouse gases. But we could add in further work on adapting to the impacts of climate change. We have the following proposal.

Proposal	Cost & Carbon savings estimate	Detail
<p><b>17. Consider opportunities for adaptation measures such as creating compensatory habitat to offset hard sea defences installed to protect property from sea level rise. Support natural solutions through policies that encourage a catchment wide approach. Scope out potential adaptation Local Plan Policies.</b></p>	<p><b>Cost:</b> Medium capital costs.</p> <p><b>Carbon Savings:</b> Low</p> <p>This is additional action to work already underway to address urgent issues e.g. coastal defence.</p>	<p>To include:</p> <ul style="list-style-type: none"> <li>• The role of water storage and management</li> <li>• Provision of coastal defences and managed realignment schemes</li> <li>• Our contribution to multi-agency emergency planning for heatwaves, coastal flooding, and surface water flooding</li> <li>• Ensure developments have capacity for future rain – modelled correctly, and designed properly.</li> <li>• Future housing policy to encourage adaptation methods, e.g. improving urban design; tree planting for shade and the cooling effect of transpiration</li> </ul> <p>Potential for supplementary planning document</p> <p>CDC could pull together links to all of our adaptation related work into one place and signpost businesses/organisations to information on how to adapt to climate change e.g. changing</p>

		hours of work and do similar for individuals.
--	--	---

## Agriculture, Industry and Commerce

Farming is responsible for 21% of emissions in the district and industry and commerce 22%. The council does not have a statutory responsibility for Economic Development but it has chosen to have a team that works closely with businesses in the area. In 2022 the two-year post of Growth and Sustainability Officer was created to provide support to small and medium-sized enterprises to operate and grow their business in ways which are more sustainable and to reduce their overall carbon footprint. Some new initiatives are being considered to support businesses to improve their sustainability. See [here](#). These actions could be continued into 2025-2030 if they are well received and have tangible benefits. We are not proposing any further initiatives for the 2025-2030 plan.

## Waste

Waste accounts for 4% of emissions in the district. That includes emissions from wastewater treatment, sewage sludge decomposition, composting. It also includes emissions from landfill sites. When food and garden waste goes to a landfill site, it rots producing methane, a greenhouse gas more powerful than carbon dioxide in warming the atmosphere. Currently only less than 10% of waste collected in the district goes to landfill, a big proportion of it is dog waste. Instead, waste is converted into pellets to be burnt for energy, known as Refuse Derived Fuel. Nevertheless, the council still has to comply with a Government requirement that nationally in future food waste is collected separately. The food waste will then be processed so that methane emissions are captured. Methane can then be burnt to create energy. The council is preparing to implement this new requirement which will be a major task. We are not proposing any further waste initiatives at this time.

## Survey

The survey has four sections: respondents' demographic profile; the council's targets; ranking project proposals; other questions specific to some project proposals.

### Section 1: About you

As usual with CDC public consultations, the survey will begin with some demographic information – name, postcode, age range etc.

### Section 2: Council target

**1. Question:** Is the council's target to reduce its emissions in line with the Government's national net zero by 2050 target the right approach?

**Response options:** (Drop down list)

- Yes
- Should be later than 2050
- Should be earlier than 2050
- Don't agree with the council setting itself a target.

- If you would like to provide any further context or details, please let us know here: [Free comment field].

### Section 3: Ranking the proposals in your order of preference

We have put project proposals into 3 groups – high, medium, and low – depending on the estimated cost. We ask you to rank projects within these cost bands (so you are comparing like with like). Next to each project is a drop-down menu, please select 1 for the project you most support, 2 for the next most supported, etc. If you do not support a project at all, please select “Do not support project”. You cannot use the numbers more than once. To refresh your memory on a project, please click on the project and a summary will appear.

#### High-cost projects (more than £50,000)

2. **Question:** Please rank the following high-cost projects.

**Response options:** (ranking)

- Produce a Local Area Energy Plan
- Housing decarbonisation strategy-with extra resource
- Explore options for a land-based carbon credits in Chichester district
- Collaborate on a marine-based carbon credit scheme in Chichester district
- Increase car club provision

#### Medium-cost projects (between £5,000-£50,000)

3. Please rank the following medium-cost projects.

**Response options:** (ranking)

- Employ a Tree Strategy Officer
- Feasibility study for part of Route B cycling, wheeling and walking infrastructure
- Fund to secure cycle storage facilities
- Greater focus on climate change adaptation

#### Low-cost projects (Less than £5,000)

4. Please rank the following low-cost projects.

**Response options:** (ranking)

- Climate Champions
- Work with the school on a climate change project
- Housing decarbonisation strategy – with existing resource
- Public sector and large community organisations networking events
- Further steps to reduce emissions from taxis and private hire vehicles
- Template climate policies for community organisations
- Produce guidance on street tree planting schemes for new developments
- Options for green travel plans for new developments

### Section 4: Specific questions on some of the proposals

We have some extra questions on some of the proposals.

#### Climate Champions

5. If you would be interested in being a Climate Champion, please supply your contact details.

**Response option:** [Free text box]

#### Networking for public sector and not-for-profit organisations

6. Are there any public sector and not-for-profit organisations we should be working with about climate change? Please include contact details where possible.

**Response option:** [Free text box]

#### Low Carbon Chichester Fund

7. Should we focus funding on Chichester city or seek to distribute evenly across smaller projects across the district even if this achieves lower carbon savings?

**Response options:** (Drop down list)

- Chichester city
- Funds spent evenly across district.

#### Housing decarbonisation

8. Should the council provide retrofit advice to homeowners via online workshops and/ or drop in events?

**Response options:** (Drop down list)

- Yes
- No
- Don't know
- If you would like to provide any further context or details, please let us know here: [Free comment field].

9. Please let us know of any organisations/ partnerships you think the council should be working with to improve the energy efficiency of, and reduce emissions from, housing.

**Response option:** [Free text box]

10. What do you think are the barriers to retrofitting your house? Tick all that apply.

**Response option:**

- I don't understand retrofit but want to know more
- I don't know how to find a trusted installer
- I can't find installers to do the work
- I don't trust new technology
- It is too expensive
- I would if it increased my house price
- It is too disruptive
- My house is listed or in a conservation area and I believe this affects what I can do
- I need help before work can happen (e.g. emptying loft or moving furniture)
- Other, please provide more detail [free text box]

#### Tree strategy officer

11. Should we prioritize farmers and larger landowners to maximise trees planted or prioritize a larger number of smaller grants open to all property owners?

**Response options:** (Drop down list)

- Prioritize fewer, larger projects
- Prioritize more, smaller projects

### Marine-based carbon credits

12. What are the best ways to support lead partners in bringing such credits to market?

**Response option:** [Free text box]

### Planning policy

13. How can we best ensure that developers and management companies deliver and maintain high quality tree planting schemes for new roads?

**Response option:** [Free text box]

14. What would incentivise you to use your car less if you were moving onto a new development?

**Response option:** [Free text box]

### Adaptation

15. If adaptation is included, should we focus on flood and coastal erosion risk management, or try to resource a wide-ranging action plan?

**Response options:** (Drop down list)

- Focus on flood and coastal erosion
- Resource a wider ranging plan
- Don't know
- If you would like to provide any further context or details, please let us know here: [Free comment field]

### Further comment opportunity

16. If you would like to comment on any of the topics or proposals below, please select yes and a comment box will appear.

(For all options below the response option will be a drop-down menu: yes, no. If "yes" is selected, a comment box appears.)

- Council target
- Climate Champions
- Work with a school on a climate change project
- Public sector and large community organisations networking events
- Template climate policies for community organisations
- Produce a Local Area Energy Plan
- Housing decarbonisation strategy – with existing resource
- Housing decarbonisation strategy – with extra resource
- Employ a Tree Strategy Officer
- Explore options for a land-based carbon credits in Chichester district
- Collaborate on a marine-based carbon credit scheme in Chichester district
- Feasibility study for the part of Route B cycling, wheeling and walking infrastructure
- Increase car club provision
- Fund to secure cycle storage facilities
- Further steps to reduce emissions from taxis and private hire vehicles
- Produce guidance on street tree planting schemes for new development
- Options for green travel plans for new developments
- Greater focus on climate change adaptation

Draft

## Appendix 2

### Climate Emergency Action Plan 2026-30 – Public Consultation proposed costs

#### OPTION 1: £10,000 limit

Priority actions	Audience	Price per unit	Costs
<b>1. Initiatives magazine</b> <ul style="list-style-type: none"> <li>• Dispatch date 4 November. Content deadline 3 September.</li> <li>• Front cover plus 4 pages, to include 2 page for information and 2 page for survey questions (to pull out and return)</li> </ul>	All residents Organisations of all types in district	No cost	£0
<b>2. Events materials for a stand</b> <ul style="list-style-type: none"> <li>• Pull up banners x 2</li> <li>• Display materials (printing costs)</li> </ul>	All residents	a. Pull up £99 ea. X2 = £200 b. Materials print costs = £200 approx.	£400
<b>3. Events</b> <ol style="list-style-type: none"> <li>a. Host online events</li> <li>b. Host in-person events x 2 in Chichester, Midhurst (inc. venue hire and refreshments)</li> <li>c. Attending external events, to include stands at:               <ul style="list-style-type: none"> <li>• Farmers Markets (Chichester (free), Midhurst, Petworth)</li> <li>• Libraries (Chichester, Midhurst, Petworth, Selsey, Southbourne, Witterings)</li> <li>• Everyone Active (Westgate, The Grange, Bourne)</li> <li>• Other events &amp; talks (residents associations, local groups etc.)</li> </ul> </li> </ol>	All residents Organisations of all types in district	a. Staff time b. £1,000 c. £500 to cover multiple events (some venues may be free)	£2,500
<b>4. Print advertising</b> <ol style="list-style-type: none"> <li>a. Design work</li> <li>b. Postcards to hand out at events (with link to survey)</li> <li>c. Digital design (displayed in CDC reception &amp; partner organisations)</li> <li>d. Newspapers (Observer series)</li> <li>e. Posters (1 x A1 for EPH reception; 1 x A3 for Little London toilets; 50 x A4 for Westgate leisure Centre plus other venues)</li> <li>f. Communications team to email advert and editorial to Parish Councils, Chamber of Commerce newsletter and eBiz (free)</li> </ol>	All residents Organisations of all types in district	a. Design = £2,000 b. Postcards = £200 approx. c. Digital design = £500-1,200 d. Newspapers £625 per half page x 2 = £1,250 e. Posters (A1 = £17; A3 = £10; A4 = £5) = £32 f. £0	£4,682
<b>5. Radio advertising (x one station only)</b> <ol style="list-style-type: none"> <li>a. V2 radio advert (6wks – 6 plays per day)</li> </ol>		a. V2 = £1,500	£1,500
<b>6. Prize draw</b>	Residents	To value of £500 Approx.	£500

Prize for submitting consultation survey. Prize linked to climate change. <i>Possible options include: Non E-Bike: £500; E-Bike £500 (towards cost of); Weekly local veg box for 6 months £500; Everyone Active annual membership £350; Stagecoach Gold MegaRider (1 month £96; 13 Week £336)</i>			
<b>TOTAL</b>			<b>£ 9,582</b>

**OPTION 2: £15,000 limit**

All the above actions, plus:

Priority actions	Audience	Price per unit	Costs
<b>7. Host in-person public events</b> <ul style="list-style-type: none"> <li>2 further x In-depth public meetings/workshops (inc. venue hire and refreshments), held in Petworth, Selsey.</li> </ul>		£1,000 each	£2,000
<b>8. Radio advertising</b> (extra station) <ul style="list-style-type: none"> <li>a. Heart radio</li> </ul>		a. Heart = £2,500	£2,500
<b>9. Schools and colleges</b> <ul style="list-style-type: none"> <li>a. <b>Primary:</b> Postcard in Book Bags: message to parents on one side; Activity for kids on other; to send back to CDC</li> <li>b. <b>Secondary:</b> Talk to Communities team for ideas</li> <li>c. <b>Colleges:</b> Talk to Communications teams for opportunities</li> </ul>		a. <b>Primary:</b> £180 for 10,000 postcards - sent 5,500 for school bags. Prize for returning activity £50 = £230 b. <b>Secondary:</b> Staff time/ Activity = £100 c. <b>Colleges:</b> Staff time/ Activity = £100	£430
<b>TOTAL for extra actions</b>			<b>£ 4,930</b>
<b>TOTAL (Basic £9,582 + extra actions £4,930)</b>			<b>£14,512</b>

Page 62



**Chichester District Council**

**ENVIRONMENT PANEL**

**4 March 2024**

**Three Harbours Strategy 2024-2028 – Consultation Response**

**1. Contacts**

**Report Author:**

Tom Day – Environmental Strategy Manager  
Telephone: 01243 534854 E-mail: [tday@chichester.gov.uk](mailto:tday@chichester.gov.uk)

**Cabinet Member:**

Jonathan Brown – Deputy Leader and Cabinet Member for Environmental Strategy  
Telephone: 01243 514034 E-mail: [jbrown@chichester.gov.uk](mailto:jbrown@chichester.gov.uk)

**2. Executive Summary**

The Three Harbours Strategy sets out an integrated approach to nature recovery and restoration across Chichester, Langstone and Pagham harbours. It sets strategic outputs for 2028, to be delivered across a wide partnership which includes Chichester District Council. The strategy is out to consultation and this report sets out the council's proposed response to that consultation.

**3. Recommendation**

- 3.1 That the Panel recommends to Cabinet that the draft consultation response in Appendix 2 is submitted as the Council's response, subject to any comments made by Panel members.**

**4. Background**

- 4.1 Chichester, Langstone and Pagham harbours face multiple pressures: coastal squeeze, climate change, water quality and habitat loss. Although Chichester Harbour has received most attention so far due to its condition assessment as unfavourable declining, these issues are common to all three harbours. Originating at a leaders' summit in 2021, the Three Harbours partnership has been preparing a draft strategy for 2024 to 2028 in order to coordinate action and maximise opportunities for recovery. The Strategy is now out to consultation (see Appendix 1) and this report sets out our proposed response to, and endorsement of the Strategy.

**5. Outcomes to be Achieved**

- 5.1 The main outcome to be achieved is the long-term recovery and protection of the three harbours as thriving ecosystems.
- 5.2 The delivery of the strategy outputs will be monitored and reported on through the partnership. The harbours are also monitored by Natural England for their

conservation status and by the Environment Agency for water quality. Ultimately achieving favourable conservation status for the Special Protection Areas is the measure of success.

- 5.3 The document identifies why a co-ordinating strategy is needed. It states: “The Solent is a hot spot for restoration activity with a vast array of projects and initiatives, tackling various issues from different angles. But as a result, the effort to mitigate these numerous threats and pressures is fragmented and not sufficiently joined up. No single organisation has a full view of the activity taking place. There are conflicting priorities as to how the land should be used to meet different needs. Without an overarching strategy and ability to prioritise activity, agreeing an integrated plan for recovery would be difficult and opportunities are not being realised to best effect.”

## **6. Proposal**

- 6.1 The consultation runs until 15 March. The questions and proposed responses are contained in Appendix 2. The Panel’s comments will be reported verbally to Cabinet.
- 6.2 As a partner in the Strategy preparation, we have participated in workshops that have helped to develop the document. The consultation focuses on the 2028 outputs and the year one plan. Partners are being asked to identify where we can offer specific support to the development of those outputs, funding opportunities and areas for strengthening as well as identifying any missing, duplicating or conflicting elements.
- 6.3 The main impacts for our wildlife and community arising from the Strategy will be in the delivery of the outputs and the development of detailed action plans and projects according to funding availability.
- 6.4 The proposed response includes an overall endorsement of the aims and objectives of the Strategy. It also identifies outputs where we have a role in supporting or delivering outputs (Q2). These will have some resource implications. Currently participation is managed within existing staff resource. This is expected to continue, albeit with some new resource (0.5FTE) to be considered by Council at its meeting on 27 February to support development of a CDC biodiversity strategy which this partnership will form a key component of. Joint working across the public sector and co-ordination of work in the manner proposed by the Strategy will be important to achieving maximum benefit from limited staff resources.

## **7. Alternatives Considered**

- 7.1 There is always an option not to respond and to rely on our previous input to the strategy development. However, it is important to give formal recognition of the strategy, endorsement of its aims and some more detailed feedback on our role in the future development of the partnership’s work programme.

## **8. Resource and Legal Implications**

- 8.1 As a consultation response this report has no legal or resource implications. The wider implications of participating in the partnership are covered in paragraph 6.4 above.

## 9. Consultation

9.1 The Environment Panel's consideration of the consultation is our mechanism for consulting internally before agreeing our response. The consultation on the Solent Forum website is open to any relevant organisation but is not aimed at individual members of the public.

## 10. Community Impact and Corporate Risks

10.1 The corporate risks are considered to be minor. They are mainly reputational, but the extensive partnership membership and participative nature of the Strategy development to date will mitigate this.

10.2 As with any high-level strategy there is a risk of under delivery, especially given the scale of the challenges facing the natural environment. However, without a joined-up approach this risk is greater.

## 11. Other Implications

Are there any implications for the following?	Yes	No
<b>Crime and Disorder</b>		X
<b>Biodiversity and Climate Change Mitigation</b> Delivery of the projects that come from or align with the strategy will have positive outcomes in due course, but responding to the consultation by itself will not have significant impact by itself.		X
<b>Human Rights and Equality Impact</b>		X
<b>Safeguarding and Early Help</b>		X
<b>General Data Protection Regulations (GDPR)</b>		X
<b>Health and Wellbeing</b>		X
<b>Other</b> (please specify)		X

## 12. Appendices

12.1 Three Harbours Strategy 2024-2028 draft for consultation.

12.2 Draft CDC Consultation response.

## 13. Background Papers

None

This page is intentionally left blank



# Three Harbours Strategy

2024-2028

**DRAFT**

Consultation version draft v0.8

## 1. Executive Summary

1.1. The nature and climate crises are impacting the Three Harbours of Langstone, Chichester and Pagham and will escalate over coming decades. This partnership has a unique opportunity to work together to make the most of the enormous potential within these harbours. And our strategic aims define this ambition:

- **Reimagine** – the future to illustrate the ‘art of the possible’ engaging the public and stakeholders in a wildlife rich vision and improved environment for the Three Harbours.
- **Reverse** – the pressures on water quality, the lifeblood of our environment.
- **Restore** – upscale active restoration of habitats in order to supercharge biodiversity and carbon capture.

This strategy sets out how we weave together the strands of nature recovery work across the Three Harbours to bring about this change.

- 1.2. **We need an agreed strategic approach** that draws partners together around a shared long-term vision and mission. This will allow us to prioritise interventions in the short term. This strategy is the starting point, giving focus to the points of leverage that make the most difference to the delivery of the vision and mission. Rather than fragmented effort and resource, we will use this strategy to steer activity, ensure projects complement each other and realise multiple benefits where possible, that are future proofed.
- 1.3. **We need an integrated plan** that builds on this strategy to prioritise where to place our resources and when. Having visibility across the different programmes of work allows us to align projects quickly and effectively, finding ways to collaborate, and streamline activity with immediate effect. It also means we can proactively seek out investment to accelerate the pace of change. The 2028 Outputs and Year One Plan identify the immediate priorities that can be drawn into the integrated plan and provide pace and momentum.
- 1.4. **We need a natural capital approach** that complements existing approaches of protection, that may be insufficient on their own, to tackle the threats from multiple sources. This approach will enable us to identify the social and economic value of the natural environment and highlight the benefits of nature-based solutions that come from investing in a healthy and thriving environment.
- 1.5. Our strategic objectives capitalise on the strengths of the partnership which is already bearing fruit. They specify how we will realise our aims; with thorough and collaborative **engagement** that builds a mandate for change, through co-designed **delivery** of the integrated plan and supported by **advice** and guidance for our partners and broader stakeholders.
- 1.6. This strategy represents the collective ambition of the partnership which will achieve far more together than the sum of its parts. It sets our mission towards a resilient and thriving vision for 2050 with the strategic aims and objectives for 2028 brought into clear focus.
- 1.7. We have this opportunity to work together to forge a different, hopeful path for future generations. Let’s grasp it!

## Contents

1. Executive Summary .....	2
Why? .....	4
2. The opportunity.....	4
3. The problem.....	6
4. The State of the Three Harbours .....	8
5. Origin story .....	9
6. Vision.....	9
7. Mission .....	9
8. Areas of focus.....	10
9. Three themes .....	11
What are we going to do?.....	12
10. Strategic aims and objectives.....	12
Strategic aims – what will we do.....	14
11. Reimagine.....	14
12. Reverse.....	15
13. Restore.....	17
Strategic objectives – how we will do it.....	19
14. Engage.....	19
15. Deliver.....	21
16. Advise.....	22
17. Mapping of aims, objectives and outputs.....	23
18. Year One Plan.....	24
Scope of the Three Harbours .....	25
Our approach .....	26
Case studies.....	29
22. Poole Harbour .....	29
23. Weald to Waves .....	30
24. Medmerry Nature Reserve.....	31
25. North Carolina Oyster Restoration and Protection .....	32
What next?.....	34
Partners .....	34
References.....	35

# Why?

## 2. The opportunity

- 2.1. The Three Harbours of Langstone, Chichester, and Pagham provide an internationally important mosaic of wet grassland, intertidal, and coastal habitats which are crucial for wildlife and a key resource for people. These harbours and the catchments that flow into them represent a unique stretch of coastline on the South Coast and include the Medmerry realignment – a ground-breaking showcase of restoration of these habitats (see case study page 31). The coastline is complex, meandering and constantly evolving with the tides and ocean power, providing an extensive interface between the land and the marine environment. Internationally important saltmarsh and seagrass habitats intersperse across the vast (often undervalued) mudflats and creeks. (See page 25 for an illustrative map of the scope of the Three Harbours).
- 2.2. The harbours host the largest mixed seabird colonies on the south coast and a significant proportion of the UK's wintering waders and waterfowl. Internationally rare chalk streams support specialised wildlife, such as salmon and water vole. The oyster and shellfish industries have seen declines over recent decades but are evocative of the richness of marine life that once thrived here – and could again. The harbours and seas are home to critically endangered European eels, and brown trout which are threatened by overfishing. Eighteen species of bat, plus the greater mouse-eared bat – previously thought extinct in the UK – find refuge in our designated dark skies. Endangered water voles have a stronghold in the ponds, streams, and ditches on the Manhood Peninsula. And the only known rookery of harbour seals in the Eastern English Channel breed on the undisturbed mudflats in our harbours.
- 2.3. The exceptional nature of this landscape is recognised with 44% of the catchment protected and a host of specific designations<sup>1</sup> specifically for the habitats and species that are special to these harbours. There are eleven local and national nature reserves located within around the Three Harbours. Chichester Harbour is designated as a National Landscape (formerly known as an Area of Outstanding Natural Beauty (AONB)), most of the inshore seabed is now protected from damaging trawl fishing, and wildlife corridors connect the harbours, to the South Downs National Park to the north.
- 2.4. Medmerry has just had its ten-year anniversary. It was the largest managed realignment scheme on the open coast in Europe and the first of its kind. In 2013, the Environment Agency created 7 km of new flood bank, protecting around 300 homes and creating 300 hectares of new wetland wildlife habitat – mudflats, tidal lagoons, saltmarsh, and wildlife-friendly farmland. It was designed to compensate for the loss of internationally important habitats elsewhere. It retains high levels of global interest from academics who study its evolution in the face of coastal forces and the speed of habitat colonisation.

---

<sup>1</sup> Chichester Harbour SSSI, Langstone Harbour SSSI, Pagham Harbour SSSI, Chichester and Langstone Harbours SPA, Pagham Harbour SPA, Chichester and Langstone Harbours Ramsar, Pagham Harbours Ramsar, Pagham Harbour MCZ, Pagham Harbour LNR, Solent Maritime SAC



- 2.5. A significant number of projects are underway that recognise the potential of this area and aim to restore it to healthy, thriving conditions. Solent Seascape is a 5-year project which aims to restore key habitats including across the Three Harbours. Chichester Harbour Protection and Recovery of Nature (CHaPRoN) is a partnership that was established to respond to the decline in biodiversity. The Manhood Peninsula Partnership has been working with the community for decades looking at addressing local environmental, social and economic challenges posed to the area by climate change. This is just a snapshot of the multiple initiatives that this partnership is working with – seeking to unite them under this strategy.
- 2.6. These coastal wetlands are surrounded by the urban developments of Portsmouth, Havant, Chichester, and Bognor Regis. Local residents are also invested in the beauty and nature of this landscape – they are often vocal in their need to protect and restore nature and are concerned about the threats to their environment. The community pressure even resulting in our local water quality issues making national news. Nature based tourism, shipping, fishing, and food production are important economic sectors on the low lying coastal plain and so many local businesses are heavily invested in a clean and healthy environment.
- 2.7. Together all these factors paint a picture of enormous opportunity; the uniqueness and significance of the landscape and wildlife, the important protections and designations, projects that are already providing energy and momentum and the community's concern for their environment and nature recovery. This combined potential needs to be harnessed under an integrated approach. This strategy aims to do just that.

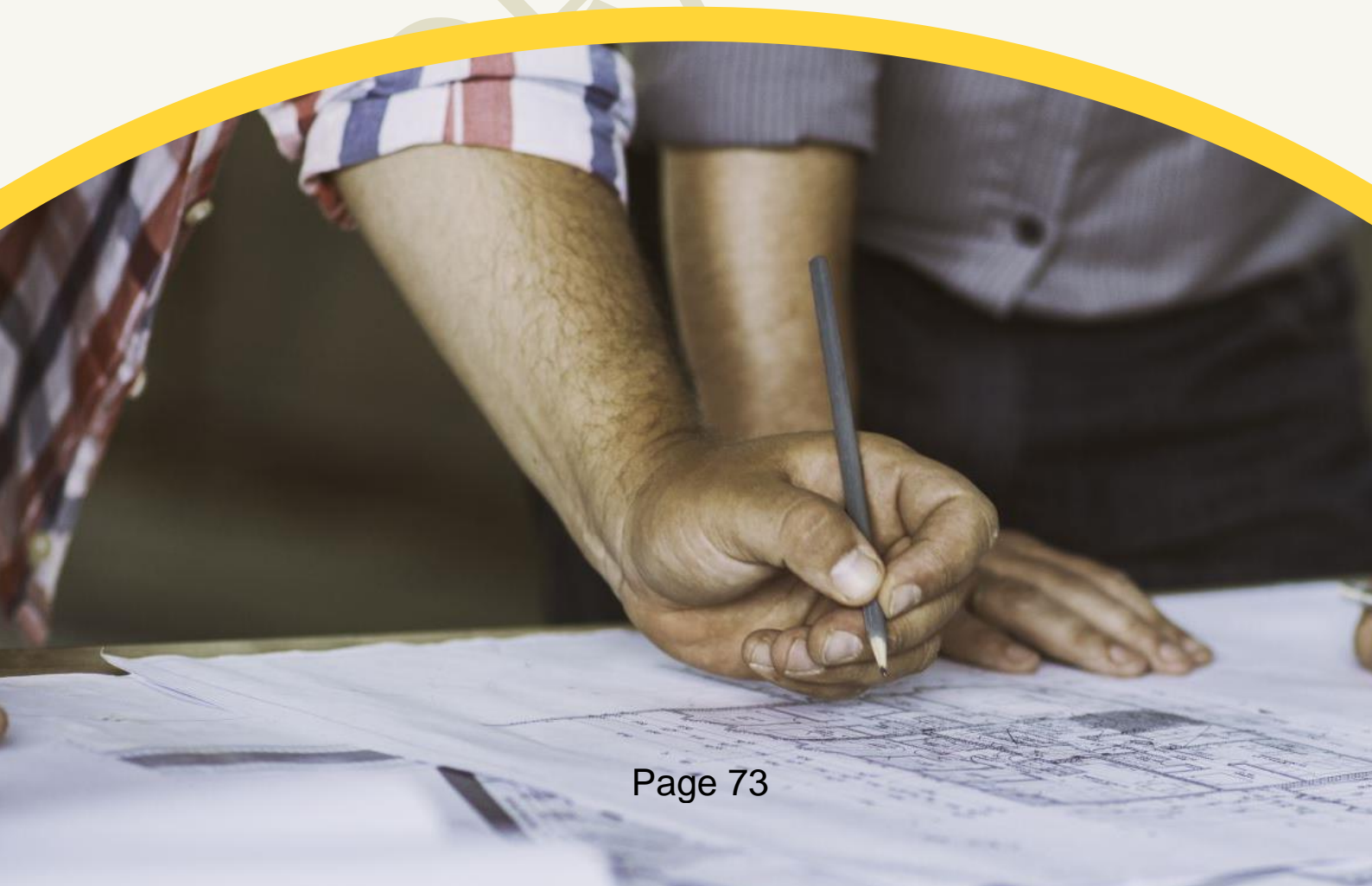
### 3. The problem

- 3.1. These opportunities interface with the many challenges this land and seascape face. Having been a source of solace and famed for their natural riches for generations, the harbours are now threatened by declining water quality and increasingly marginalised wildlife and habitats. The coastal habitats that boost biodiversity and provide feeding and breeding grounds for wildlife, filter nutrients, stabilise our coastline, buffer tidal energy during storms, and store carbon have suffered substantial decline. The large human populations living in and around this landscape place considerable demands upon the natural systems that the harbours support.
- 3.2. The Condition Review of Chichester Harbour Sites: intertidal, subtidal and bird features (2021) was a catalyst for concerted effort to reverse the threats and pressures and restore the features of Chichester Harbour. The main intertidal habitats and bird features were assessed as 'unfavourable declining' condition – largely due to the continued loss of saltmarsh, the poor quality of saltmarsh and mudflat habitat, and the continued decline of several bird species (wintering and nesting). Given the connectivity and shared issues with Langstone and Pagham Harbours' it is likely that decline would not be isolated to Chichester Harbour and assessments of Langstone and Pagham are now underway.
- 3.3. These multiple crises interact. We are still learning about how these issues impact each other and have a compound effect on the natural systems across the landscape. But we can categorise the most significant as follows –
  - Coastal squeeze – when coastal habitats can't migrate landwards, often due to hard coastal defences, they shrink and degrade. The supply of sediment to support habitat health and growth is disrupted. This has been a major contributor to the loss of saltmarsh, and along with other pressures, has meant Langstone and Chichester Harbour combined have lost over 70% since the mid-20th century.
  - Climate change – flooding and its impacts on local communities, disrupted weather patterns affecting farming cycles, more frequent and severe weather events, sea levels rising and seas warming. Farmers report increasing drainage problems from flood water and salination of soils due to seawater inundation.
  - Water quality – nutrients and pollutants from water companies, farming, landfill, microplastics and highways impact our water environment. Harbours are smothered in algal growth in the summer which restricts foraging and reduces the oxygen in the sediment that is crucial to life in the mudflats. The local fishing industry in Langstone Harbour is struggling because of the effect of pollution on shellfish areas, with commercial operators declining by 50% in the past 10 years<sup>2</sup>.
  - Land use – habitat loss and damage from development, lack of land to meet the differing needs for adaptation, increased disturbance through recreation, noise, light, litter and pollution from increased populations and poor behaviour.

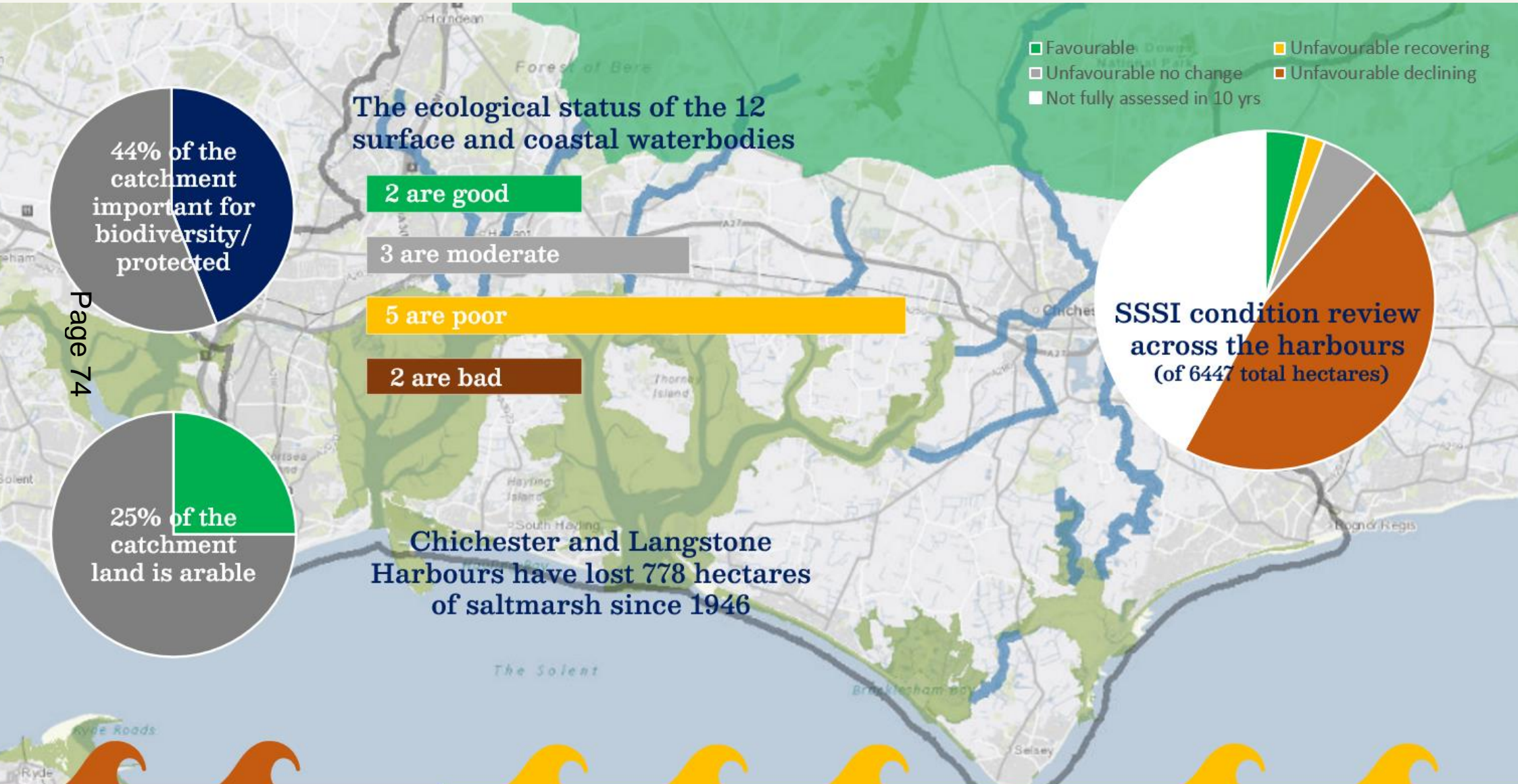
---

<sup>2</sup> Reported by Langstone Harbour Board from their vessel records and UK Sea Fisheries Annual Statistics. In 2013, before the oyster fishery collapsed, there were some 60 commercial fishing boats operating in Langstone; this now stands at 16.

- 3.4. Attempts to mitigate these issues have been underway for decades, using regulatory protections as a key tool to limit the threats to designated areas and the water environment. But the escalation of these pressures has meant we are still seeing a dangerous decline in our habitats, species and ecosystems. The protection approach is insufficient and was not designed to tackle the multiple threats we are now seeing. We need new tools in addition to protections to give nature a fighting chance.
- 3.5. One of the key challenges we face is that multiple organisations are making efforts to restore the harbours and their catchments. Regulators, local authorities, water companies, environmental NGOs, wildlife charities, farmers, landowners, and academics all play different, but equally important, roles in the drive to reverse the decline.
- 3.6. The Solent is a hot spot for restoration activity with a vast array of projects and initiatives, tackling various issues from different angles. But as a result, the effort to mitigate these numerous threats and pressures is fragmented and not sufficiently joined up. No single organisation has a full view of the activity taking place. There are conflicting priorities as to how the land should be used to meet different needs. Without an overarching strategy and ability to prioritise activity, agreeing an integrated plan for recovery would be difficult and opportunities are not being realised to best effect.
- 3.7. To deliver at pace and at scale, we need all these organisations to unite behind a forward-looking strategy that takes a new approach to nature recovery, uses modern tools and brings together a cohesive integrated plan. This holistic approach will help us to align strategies, plans and funding cycles, and share skills, tools and expertise. It will enable us to understand the biggest and quickest wins and what will achieve the greatest impact from our shared efforts and collective investment.



## 4. The State of the Three Harbours



Page 74





## 5. Origin story

The Three Harbours partnership was born from the Harbours Summit which brought together senior leaders of twenty plus partnering organisations. In 2021, they agreed three target areas of focus – water quality, biodiversity and carbon capture. They commissioned the partnership to agree an ambitious vision for nature recovery, a joint strategy, and to bring together an integrated plan. The key word here is integrated. They recognised that the current state of affairs is not sustainable – collaboration and the need to build on and strengthen existing partnerships is critical. The partnership has been building towards this strategy so that it can set out how it will weave together the work of so many partners and projects. This way we will achieve more together than we would separately.

## 6. Vision

Our clearly defined vision captures the future we want to see in 2050:

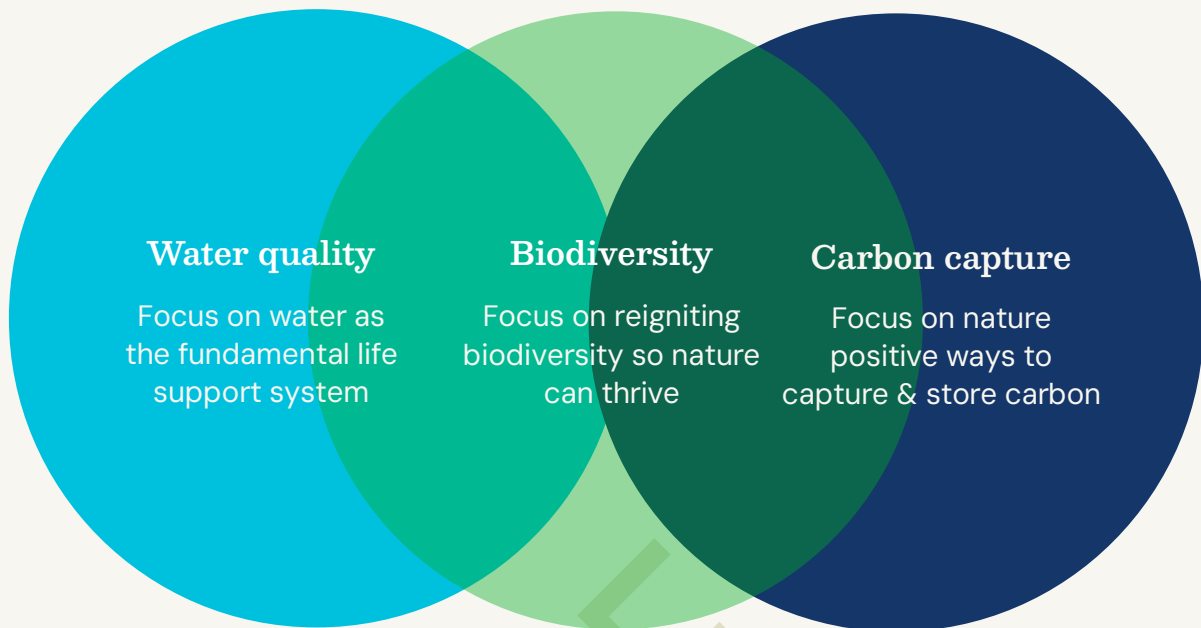
**We envisage a healthy and thriving water environment where restored and connected sea and landscapes are resilient to a new climate reality, enabling people and nature to adapt and flourish – together.**

## 7. Mission

Our mission sets out how we will achieve this.

**Reverse the decline and help nature thrive across Chichester, Langstone and Pagham Harbours, through the expertise, network and resource of the Partnership.**

## 8. Areas of focus



- 8.1. These three areas of focus are still broad, but they capture the key drivers for restoration across this landscape. Taking a natural capital approach (full explanation at page 27) will help us to zero in on the actions that will deliver the greatest benefit for nature and society.
- 8.2. Improvements to water quality, quantity, and function remove the pressure on ecosystems in the water environment, allowing habitats to recover and the levels of biodiversity to bounce back. In turn, certain types of species and habitat, when allowed to thrive, not only support a myriad of other species but also provide ecosystems services. For example, saltmarsh, seagrass, oysters, and kelp help to filter, clean, and regulate the flow of water, illustrating that water quality and biodiversity have a mutually beneficial relationship.
- 8.3. The third wheel – almost all healthy habitats absorb and store carbon, though their effectiveness and the speed at which they do this varies, with some species and habitats, such as saltmarsh and seagrass, fixing and storing multiple times more carbon per area than land forests<sup>3</sup>. Therefore, a further reciprocal relationship exists between restoring biodiversity and capturing and storing carbon.
- 8.4. By prioritising activities that hit the sweet spot of all three – improve water quality, boost biodiversity, and restore carbon sinks, we get the best possible return for nature. This is the natural capital approach where we identify the benefits nature provides and focus our efforts on where the returns are greatest. Looking at these three wheels and how they interact also enables us to take a system level view of the function of the landscape in a way that highlights the intrinsic value of nature.

---

<sup>3</sup> <https://oceanservice.noaa.gov/ecosystems/coastal-blue-carbon>



## 9. Three themes

### **Fragmented approach - > Getting on the same page -> Agreed strategic approach**

9.1. Effort and resource are currently spread too thinly across numerous projects and initiatives without a joined-up plan. We need to be pulling in the same direction and this strategy brings partners together around a shared longer-term vision and mission. This will help us to steer activity towards addressing the most pressing issues, ensure projects complement each other, contributing towards achieving the long-term vision, that delivers the most for nature. This approach will mitigate the stop-start momentum of funding availability, with a project pipeline to deliver the strategy developed to make best use of funding sources.

### **Working in silos -> Visibility and alignment of activity -> The integrated plan**

9.2. Whilst there is plenty of collaboration across the landscape, partners are currently unable to keep track of all the work that is taking place. So this is inhibited, there is duplication of effort - and opportunities to affect change are missed. A long-term vision addressing land use is required to ensure we are able to meet future needs rather than short-term opportunities. Mapping all of the relevant work and future ambition onto a single integrated plan allows us to hold an overview of what is going on and build upon the Local Nature Recovery Strategy on a more local scale. It enables us to align strategy, planning and funding cycles, prioritise actions which will have the biggest impact with funding available, schedule projects so they complement each other, and maximise output from our shared energy and collective investment.

### **Protection is not enough - > More tools in the toolbox -> Natural capital approach**

9.3. The condition of the natural habitat is in worrying decline, impacted by a whole suite of issues. Whilst regulatory protections are essential in preventing loss, they lack the mechanisms and funding to tackle the threats from multiple sources. We need a new approach that values biodiversity and the services provided by our natural world. A natural capital approach identifies the social and economic value of the natural environment and highlights the benefits of nature-based solutions in achieving its outcomes. It assesses how natural assets and ecosystem services are likely to change in a new climate reality so that we can adapt and work towards a resilient landscape.

# What are we going to do?

## 10. Strategic aims and objectives

- 10.1. Our strategic aims and objectives are where all partners unite behind a common purpose. We need to have a shared understanding of the priorities, pulling in the same direction – we need to be on the same page – and this strategy is that page. Partners may all have different roles to play in delivering this strategy, but it brings us together in agreement that this is the best way forward.
- 10.2. The aims and objectives focus on points of leverage where the partnership can make the greatest difference and use its strengths to deliver the most value. They identify the areas where we will see compound benefits rather than isolated wins.
- 10.3. These are set with a view towards 2050 to give longevity but with outputs for 2028 to ensure there is clear focus for the immediate term. This means they are future-proofed to allow us flexibility and agility to adapt to future scenarios and changes in our context. The strategy will be monitored and reviewed 5-yearly, but the strategic objectives will remain focused on these themes.
- 10.4. To balance out the high-level, long-term view of this strategy, and to recognise the need for pace and a bias for action, we have included the year one plan at the end of this section. This plan will focus on an agreed set of immediate actions for the Three Harbours, so we can start to advance our mission.

### Aims

- 10.5. The aims expand upon our mission and guide our actions. They align with existing programmes and strategies, drawing partners into a shared purpose. They provide the foundation of a broad programme of work that maps existing and planned initiatives and identifies the gaps that we need to lean into and prioritise further work. Where the evidence points to significant benefits being realised and where those benefits bolster and enhance each other.

### Reimagine

The future - to illustrate the 'art of the possible'.

### Reverse

The pressures on water quality, the lifeblood of our environment.

### Restore

Upscale restoration of habitats in order to supercharge biodiversity and carbon capture.



## Objectives

- 10.6. These objectives explain what the partnership needs to do to meet these aims.
- 10.7. The partnership is relatively new and needs to mature by building the supporting mechanisms to help it deliver its mission and by embedding the partnership aims and objectives within key stakeholders' programmes of works. In the immediate term, the key piece of work is developing the integrated recovery plan along with supporting arrangements that help the partnership function better, and align with parent and sister programmes and communicate the purpose of the partnership to create a catalyst for action.

### Engage

Local communities and stakeholders forming a mandate for change.

### Deliver

The Integrated Recovery Plan, co-designed with stakeholders and the public.

### Advise

Build and share expertise and guidance on all aspects of nature recovery and funding approaches.

- 10.8. These strategic aims and objectives are expanded upon over the following pages.



## Strategic aims – what will we do

### 11. Reimagine – the future to illustrate the ‘art of the possible’.

- 11.1. More ambitious and cohesive thinking will allow us to reimagine the future of the harbours to the benefit of its wildlife, local communities, farmers, visitors, recreational users and businesses. We will find ways to reach a broader cross section to encourage involvement in our changing future and what we all want to see in the harbours and catchments.
- 11.2. The threats and changes that we face in the coming decades and the necessary adaptations are not well understood by the public, although awareness is growing as we face increasing flooding, heatwaves, and unpredictable weather. The Three Harbours needs to help local communities to come to terms with the adaptation needed whilst building a vision that is both realistic and hopeful. We can help connect the dots between tackling the threats we face, adapting to a climate changed future and reaping the rewards of thriving harbours.
- 11.3. The impact of intensive agriculture on biodiversity and water quality is well documented. Farmers are beginning to adapt their practices, as awareness of the benefits of nature-friendly farming – not just for biodiversity and water quality – but also for agricultural sustainability grows. The partnership needs to support farmers as they evolve their role by working with them on the solutions and demonstrating the win/win opportunities that benefit both farmers and nature.
- 11.4. By listening to the science and using case studies we can explore the art of the possible and ensure that this vision is overwhelmingly beneficial for all stakeholders – and galvanises everyone in their role to deliver it. We will bring in scientists and experts to help educate on the challenges, opportunities and solutions. By monitoring the effectiveness of new solutions, we will create an evidence base for others to use as well as informing about the most impactful interventions. We will harness this energy, creativity, and opportunity to build momentum and drive, to innovate and invest in a beautiful and thriving landscape.
- 11.5. We will tell this story of recovery and make this something that everyone wants to be part of – a mandate for change that is, not only desired, but fought for.

### 2028 Outputs

- 11.6. Public and stakeholder engagement campaign to co-design the ‘reimagined future’ in collaboration with Solent Seascape Project.
- 11.7. Explore recognition of the entire low-lying area of the Three Harbours as an important, integrated, natural asset, achieving the landscape scale required to maximise its full environmental assets.

## Existing partner projects

Local Nature Recovery Strategies (LNRS) will work with stakeholders to agree priorities for nature recovery and, through engagement with landowners, will recommend actions in locations that are best suited to meet those priorities.

Solent Seascape Project will work with local stakeholders and communities to develop and co-create a long-term seascape recovery plan, that supports better management of existing Solent marine and coastal habitats.

## 12. Reverse – the pressures on water quality, the lifeblood of our environment.

- 12.1. The water quality crisis is where the strength of this partnership really needs to come into force. It is very apparent that this is an enormous and complex challenge. One that requires bold, ambitious, collaborative action that is grounded in evidence.
- 12.2. A priority for the Three Harbours is reducing nutrients entering the harbours. As explained before, the impacts of algal growth are causing deterioration of priority habitats across the harbours. Research to identify key sources of nutrients entering the harbours is underway (see right). However, we know there are mutual benefits for farmers in reducing their run-off. The partnership will work with farmers to reduce nutrients entering the harbour to levels that sustain healthy habitats.
- 12.3. To ensure that new sources of nutrients do not further exacerbate the existing issue, new developments and other projects which could increase the nutrient load upon protected sites in the Solent, must demonstrate nutrient neutrality. Where mitigation is required to reduce nutrients, this could include constructing wetlands, changes in land management or retrofitting Sustainable Urban Drainage within the catchment. Mitigation projects that reduce nutrients whilst delivering multiple other benefits would make best use of mitigation funding.
- 12.4. Using nature-based solutions to tackle water quality has numerous other benefits. Initiatives that restore natural function and slow the flow of water through the catchment, not only reduce nutrients and pollutants in the water environment but also help reduce flooding. Water is held better through the seasons, extending water resources, alleviating drought conditions and restoring habitats and ecosystems, allowing the health of our waters to recover. This in turn improves biodiversity, food production, water provision, recreation and the health of our seas. The case for this needs to be made to everyone whatever their interest, whether that's a farmer who needs to maintain soil fertility, sea swimmers wanting to avoid illness, or water companies wanting to tackle pollutants.
- 12.5. Water resources are coming under increasing pressure and the partnership has a role to play in raising awareness of how people, businesses and farmers can use water in smarter ways so that people and nature are more resilient to climate change.

## Existing partner projects

University of Portsmouth are developing a model for analysing water quality data over the last 2 decades and identifying trends across the Solent.

The two catchment management plans; East Hampshire and Arun and Western Streams have catchment-based approaches which maximise the natural value of our water environment.

Southern Water have commissioned a source apportionment study with University of Brighton, the results of which will be key to mitigating sources of nutrients and pollution.

Clean Harbours Partnership – citizen science together with UoP have tested the impact of pharmaceuticals across Langstone and Chichester harbours.

Arun and Rother River Trust (ARRT) have funded the Riverfly project (citizen science/evidence based) on the River Ems with a view to roll out to other watercourses that feed into the harbours.

- 12.6. There is already much evidence gathering and activity focused on this crisis, but the partnership should galvanise existing efforts, bringing water companies, regulators, farmers and landowners, local authorities and all other stakeholders together into a long-term coordinated evidenced plan of action.
- 12.7. We will work closely with CHaPRoN and other water quality groups to bring together an overarching approach to tackling the broad and complex challenges and develop an integrated blueprint for water quality recovery.
- 12.8. We have the opportunity to help shape water company plans over the coming decade and beyond, using blue and green infrastructure that also provides wider ecosystem benefits.

### **2028 Outputs**

- 12.9. Develop and implement an integrated blueprint for water quality recovery building on the existing work of partners.
- 12.10. Identify nutrient and pollution sources to enable us to address these as close to source as possible.
- 12.11. Shape 2030+ plans for green and blue infrastructure and nature-based solutions.

### **13. Restore – upscale active restoration of habitats in order to supercharge biodiversity and carbon capture.**

- 13.1. The emphasis here is on active restoration rather than passive which usually refers to protecting habitats and allowing them to recover naturally. Whilst the latter is still needed (covered under the second aim) it takes more time – time we don't have. We must recognise the urgency of the crises we face and that we need a bias for action to deliver our mission at pace and at scale.
- 13.2. The partners within the Three Harbours are already planning and executing many active restoration projects (see right). These often focus on the habitats and species that deliver stacked benefits through ecosystem services, such as saltmarsh, seagrass, oysters, and kelp. But we need bigger, better and more joined up.
- 13.3. Using the natural capital approach, the partnership will prioritise and bolster existing plans and draw these together into the integrated recovery plan. We will work with partners under the umbrella of the Local Nature Recovery Strategy (LNRS), to plug the gaps in the plan on priority activities and seek opportunities for collaboration in maximising the outcomes. The converging ambition for restoration along with a SPA condition review due in 2024 is putting the spotlight on Langstone Harbour. Bringing together a joint vision and robust plan will harness the opportunity and provide momentum.
- 13.4. In collaboration with our academic partners, using existing and newly commissioned evidence and learning from case studies, we will test and develop innovative approaches to delivering restoration at scale.
- 13.5. A source-to-sea approach allows us to take a holistic view of land and seascape restoration, understanding the relationships between a multitude of terrestrial and marine habitats. We will find opportunities to join up areas that are high in biodiversity, creating corridors through the catchment of a mosaic of habitats to improve resilience.

## Existing partner projects

CHaPRoN are protecting and restoring key intertidal habitats within Chichester Harbour including saltmarsh, seagrass and coastal bird habitat and working with partners to improve water quality.

Coastal Partners are working with the Environment Agency to co-ordinate delivery of the Habitat Compensation and Restoration Programme (HCRP). The HCRP is required to create new saltmarsh, mudflat and coastal grazing marsh habitats, to replace those lost to coastal squeeze.

Solent Seascape Project are restoring oyster beds in Langstone Harbour and, along with RSPB, creating new sea bird habitat across the Three Harbours.

Manhood Wildlife and Heritage Group is restoring and connecting wetlands across the Manhood Peninsula to improve wildlife habitat and flood risk management.

Life on the Edge is creating and restoring bird habitat across multiple sites in Langstone and Chichester harbours.

ARRT have a 10-year restoration plan for the Ems Catchment, which addresses issues of water quality, quantity, habitat, flooding and drought.

## 2028 Outputs

- 13.6. Step up active restoration across the whole of the Three Harbours landscape.
- 13.7. Enable the acceleration of partner projects through improved collaboration.
- 13.8. Embed the restoration ambition within the emerging LNRS and use the stakeholder engagement required to evolve the LNRS as an opportunity to communicate the Three Harbours partnership and attract greater buy-in.



## Strategic objectives – how we will do it

### 14. Engage – Local communities and stakeholders forming a mandate for change.

- 14.1. We cannot deliver the mission without bringing the public and other stakeholders with us. The public have a role to play that extends beyond simply being aware of and in agreement with plans. Creating a mandate for our vision means more than consulting and informing. It means an ongoing discussion, a lot of listening, designing our plans with the public and stakeholders, and empowering them with ways to get involved to the extent that they too, are driving change.
- 14.2. All partners will want to engage the public on their work. But this could create a lot of duplication, confusion and stakeholder fatigue. We need to find ways to come together on how we conduct public engagement so that we are not competing over and exhausting a limited amount of attention. This requires a willingness to compromise and collaborate, but the benefit is that, together with joint resources, creativity, networks and expertise, we do much better than if we all engage in our small and limited way.
- 14.3. As covered under the aim to reimagine the future of the harbours, this means all partners coming together with local communities, landowners, farmers, and businesses to co-design our plans. Engaging at this scale naturally lends itself to a much broader conversation that can encompass all our partners work. The Three Harbours will provide a trial site for Solent Seascape Project to use their State of Nature of The Solent report to engage stakeholders and the public as we co-design the restoration plan.
- 14.4. Public interest and energy in nature recovery is at an all-time high, with the media spotlight this year (2023) highlighting the growing concern for the health of our water environment. We will channel this energy by providing easily accessible routes for engagement. But rather than just speaking to the converted – naturalists, bird watchers, visitors, sailors, we need to reach into new audiences – young people, local businesses, artists, community groups. We will find hooks that pique their interest, get them excited and direct them towards a range of ways to get involved.
- 14.5. Through citizen science they can contribute important monitoring and data that will help us make evidence-based decisions. We have numerous volunteer schemes that

## Existing partner projects

Weald to Waves engage with the public and potential partners through a map of pledged land that visualises the corridors that are central to their delivery.

Arun and Rother River Trust are empowering citizens to protect their rivers with:

- Outfall Safari – Surveying urban pollution from outfalls.
- ObstacleEELS – Recording river obstacles affecting the migration of fish, including the threatened European Eel.
- The Riverfly Project – Monitoring freshwater invertebrates (Riverfly) as indicators of river health.

They also have a storymap that allows you to explore local rivers and catchments and find out about the relevant water quality issues.

Chichester Harbour Investment and Adaptation Plan (CHIAP) aims to raise awareness of adaptive management approaches for the whole harbour, setting a holistic plan for people and the environment.

enable members of the public to get involved directly with restoration and conservation work. With peaks in public energy and interest, we can promote the growth of grassroots community projects and campaigns. Through ongoing education, we can promote human-nature connectedness and inspire permanent behaviour changes that alleviate the pressures on our natural systems.

### **2028 Outputs**

- 14.6. Collaborative engagement programme – trial site for Solent Seascape Project.
- 14.7. The integrated planning process is accessible to the public using a web platform to engage and inspire.





## **15. Deliver – The Integrated Recovery Plan, co-designed with stakeholders and the public.**

- 15.1. 'Integrated' is a reoccurring theme in this strategy. Weaving together the work of our partners and stakeholders is our raison d'être.
- 15.2. The integrated recovery plan will be the convergence of all partners plans and projects including those generated through this strategy. It will show how the family of programmes and projects work together, making sense of the currently fragmented picture. Relationships will be visualised between sister programmes like CHaPRoN and the Habitat Compensation and Restoration Programme and parent programmes and strategies like Solent Seascape Project and LNRS. Working with the LNRS, we can ensure that activity in the Three Harbours is aligned with the wider restoration, and delivery across county lines of West Sussex and Hampshire LNRS complements each other.
- 15.3. In collaboration with Solent Seascape Project, once we have identified existing work, we can start engaging with the public and stakeholders to reimagine the future and co-design the plan that delivers our mission. Through discussions with stakeholders, particularly farmers who are often custodians of much of the land, we will identify the areas where nature recovery and restoration also provide mutual benefits and move us towards the future we all want to see.
- 15.4. Drawing on expertise and scientific evidence and using this strategy as our framework, we will use the development of the plan to inform and empower local communities on the threats and pressures and build understanding of priority actions that deliver the greatest benefit to both people and nature. The plan will be accessible to the public as a schedule and a map, so that we can continue the conversation with the public as it develops.
- 15.5. This is key to building a mandate for ambitious change. It requires a public that wants us to deliver this plan and wants to be instrumental in getting us there. Hence why the first strategic objective focuses on engagement.
- 15.6. This will mean a more refined immediate term, an adaptable medium term, and an aspirational longer term. It will be iterative so that we can constantly refine and tighten the focus and remain flexible to the changing context.
- 15.7. Having greater clarity on future projects will allow us to match them to appropriate funding opportunities as they arise, rather than reacting in a knee-jerk manner and shoehorning projects to meet funding criteria. Creating a prioritised pipeline of projects will help us avoid duplication, highlight potential for greater collaboration and enable us to package projects together to attract more funding and maximise the outputs.

### **2028 Outputs**

- 15.8. Integrated recovery plan – Mapping of projects and potential restoration (in collaboration with Solent Seascape Project) and a schedule of projects.
- 15.9. Build on development and delivery of at least three flagship projects across the Three Harbours that deliver landscape scale restoration.

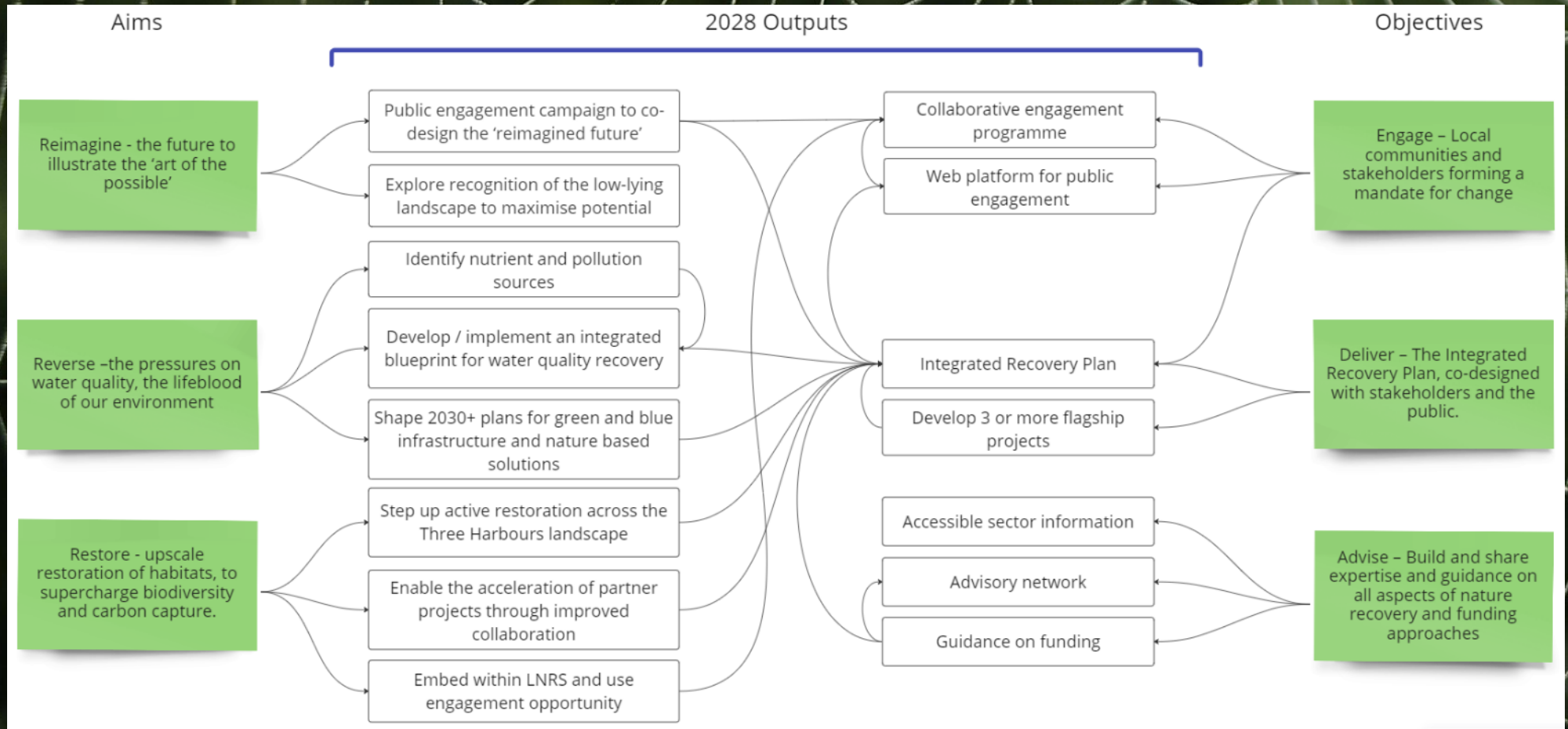
## **16. Advise – Build and share expertise and guidance on all aspects of nature recovery and funding approaches.**

- 16.1. We will use the network of the partnership to share knowledge and advice to break down barriers and find solutions. We know that there are many of us working in this sector, all having to constantly extend our knowledge base to accommodate a fast-evolving context. But we can better use our specialisms to the greater benefit of all, if we organise ourselves and this could be through an advisory network which particularly benefits farmers and landowners and those who are not immersed in nature recovery on a day-to-day basis.
- 16.2. Weald to Waves offer a match making service for those who need advice to link them with someone who can offer what they need. The Three Harbours could learn from this model to see if something similar could be provided or a collaboration is possible.
- 16.3. The pace of activity and information flow means that staying up-to-speed with the numerous projects, schemes, opportunities and evidence is a challenge for those working in this sector. The partnership will find smart methods to ensure relevant information is accessible and shared in an efficient and effective way across the partnership and with stakeholders.
- 16.4. There is a particularly significant learning curve around funding approaches. With so many new available or prospective funding streams – each having differing sets of rules and criteria – makes finding appropriate funding a complex task and opportunities can be easily missed. By collating expertise on emerging markets and funding streams, guidance can be shared with partners and broader stakeholders. This will enable us to match funding opportunities with different elements of the integrated recovery plan such as:
  - capacity to evidence and develop plans and resource programmes
  - research and data programmes
  - delivery of projects including packaging up small scale initiatives into a more attractive investment
  - incentivising landowners and farmers
  - longer term funding to realise and sustain the benefits.
- 16.5. Advice on collaborative opportunities and funding must be made easily accessible to farmers, ensuring our engagement with them is coordinated so as not to place additional burden on them. Changes to government grants and schemes in the near future should ensure further funding is available to farmers where they are delivering improvements to nature and for the public good.

### **2028 Outputs**

- 16.6. Infrastructure to provide access to relevant sector information.
- 16.7. Consider an Advisory Network or other method to share expertise.
- 16.8. Develop and maintain guidance on funding.

## 17. Mapping of aims, objectives and outputs



# 18. Year One Plan

*We will use the consultation process to further develop 2028 Outputs and Year One Plan to identify how this aligns, compliments or even conflicts with the work of our external stakeholders and to flesh out the priorities for the Three Harbours. As a result of this work, a more developed version of the Year One Plan will be included in the final strategy.*

- 18.1. Develop a broader illustrative vision to inspire and captivate stakeholders and the public.
  - Engage local communities and stakeholders on developing Integrated Recovery Plan.
- 18.2. Collaborate with Solent Seascape Project to co-design the plan with stakeholders.
  - First iteration of Integrated Recovery Plan to include developing a programme of short, medium and long-term projects.
  - Use Solent Seascape Project mapping to identify and refine understanding of existing projects and gaps.
  - Collaborate with Solent Seascape Project to map potential habitat.
- 18.3. Begin development of at least three flagship projects across the Three Harbours that are aimed at delivering landscape scale restoration.
  - Develop Langstone Harbour nature recovery plan and a programme of works.
  - Develop programme of projects for connecting the landscape between Pagham and Medmerry.
- 18.4. Bring together work on water quality across the Three Harbours.
  - Alongside CHaPRoN work with other water quality groups to develop an integrated plan and a programme of works.
  - Explore the viability of implementing a nitrate leaching tool across the harbours.
- 18.5. Agree partnership arrangements to provide an operating framework.
- 18.6. Build a proposition to attract investment, determine human resource needs and identify suitable funding streams for ongoing programme management.
- 18.7. Investigate options for increasing protections for areas in between existing sites of protection.





19.1 The geographical scope of the Three Harbours aligns to the catchment area as illustrated here, bounded to the east through Bognor Regis and to the west through Portsea Island. This is the area studied in the natural capital baseline conducted by NatCap in 2022 on behalf of the partnership.

19.2 The north of the catchment is covered by the South Downs National Park who have their own programmes of restoration and recovery. Projects of interest to the Three Harbours are likely to be limited to catchment partnership projects.

Page 91

Langstone

Chichester

Pagham

19.3 The primary focus of recovery and restoration is on the three harbours of Langstone, Chichester and Pagham. But these harbours do not exist in isolation being fed by the rivers and catchments to their north. This strategy takes a source-to-sea approach to restoration. Particularly in relation to water quality, improvements made to the health of the rivers that feed the harbours will inevitably improve the health of the harbours, themselves.

# Scope of the Three Harbours

# Our approach

## 20. How do we fund it?

- 20.1. This all sounds ambitious and so the next question is – how do we fund it? Funding is a perennial issue but one that is evolving at pace. Restoration projects rarely have the luxury of having funding up front to develop their plans or are aware of budget limitations. We operate in an environment where we must build ambition and clear objectives and then make the case for funding, often from multiple streams.
- 20.2. The partnership benefits from expertise on the multitude of funding avenues:
  - government grants and schemes
  - mitigation schemes including offsetting carbon and nutrients
  - private investment
  - philanthropic investment
- 20.3. This is complex and requires careful navigation. But the current context means that bigger, ambitious more collaborative approaches are favoured. Being able to show broad partnership support, clearly setting out the benefits of our work, demonstrating a legacy and increasingly involving the public in the development of our plans, sets us in good stead to attract financial support.
- 20.4. Currently, funding is often offered for bidding with little notice and there is much competition within the same landscape. We need to clarify our priorities and prepare project plans so we can match the funding opportunities, as they become available, to the most urgent concerns.
- 20.5. This approach is already being used effectively across the Solent with projects attracting funding from the EU LIFE Programme, the Endangered Landscapes Programme, the Natural Environment Research Council (NERC), the Species Recovery Programme Capital Grant Scheme, the Green Recovery Challenge Fund and the National Lottery Heritage Fund amongst others.
- 20.6. Work is underway through the Seascape Restoration Research Network to better understand the application of existing or future funding mechanisms such as nutrient neutrality, the carbon code, the saltmarsh code, biodiversity net gain, blue carbon and flood risk attenuation. The Solent Seascape Project is working with accreditation organisations to develop methodology for creating validated biodiversity credits to be sold on the voluntary market. The project will also be working towards the creation of carbon and nutrient credits by scientifically measuring the ecosystem service benefits derived from seascape scale restoration.

## Existing partner projects

Seascape Restoration Research Network is looking to develop a seascape restoration research agenda locally and UK wide that will be more relevant to private investment.

Sea the Value are exploring the value of marine biodiversity and developing green investment options, shifting our understanding and use of the economics of biodiversity.

- 20.7. Understanding the natural capital value of the landscape is key to unlocking these future funding avenues. Three Harbours will build its approach to consider how it taps into these funding mechanisms in the longer term.
- 20.8. The natural capital approach is a shift change in how we tackle the threats and pressures on our natural systems. It enables a clearer narrative of the problems to be tackled and the opportunities presented whilst promoting the benefits to the public and stakeholders. It helps us take a more holistic approach to integrating our plans and pins down how the benefits will be realised long term.

## 21. Natural capital and landscape scale approach

- 21.1. All indicators of nature’s health are still in decline. Our economic system historically has valued human development as ‘progress’ and doesn’t place equivalent value on the natural systems upon which all life depends. This has led to the issues explored at the beginning of this strategy; land use change, intensification of agricultural, development pressure, pollution – to name but a few.
- 21.2. In decades past, the key tools that have been deployed to safeguard the most important sites for nature have been through protecting and conserving species and habitats through regulations and protected areas such as the Habitat Regulations and Wildlife Countryside Act SSSIs, SPAs etc. It is clear these tools are insufficient on their own and were never designed to mitigate the multiple issues we must now confront. However, protections are essential in forming part of a broader approach to valuing nature and looking at the function of the landscape as a whole.
- 21.3. A new set of tools is developing that changes this balance. We can now quantify the value of these natural systems, and this promotes the benefits and attracts appropriate investment. It also drives alternatives to traditional solutions that manage our environment (typically grey infrastructure) replacing them with ecosystem services (green and blue infrastructure).
- 21.4. In 2022, the Three Harbours partnership conducted a natural capital baseline to better understand the socio-economic value of the natural landscape. This brought all the data and research on the state of the landscape into a single place. It looked at natural capital assets across the landscape such as landcover by different habitats such as forests and trees, saltmarsh, seagrass, arable land and built-up areas. The report baselines their current extent and where possible the condition of those habitats.
- 21.5. It then identified natural capital flows where these natural capital assets work together to provide ecosystems services such as:
  - storing and sequestering carbon
  - removing nutrients
  - preventing soil erosion
  - reducing flood risk

Natural capital is the term used to describe those parts of the natural environment (species, habitats, communities, landscapes, soils, water, air) that provide essential ecosystem services, such as CO2 sequestration and carbon storage, waterflow regulation, soil erosion protection, pollination and important areas for biodiversity. These services, in turn, underpin key societal benefits including, for example, equable climates, flood risk reduction, clean water, clean air, physical and mental wellbeing and thriving wildlife.

- supporting pollinating insect populations
- and providing recreation opportunities.

21.6. For the Three Harbours landscape, based on the current baseline information, the habitats that provide the highest levels of combined natural capital services are coastal saltmarsh, intertidal mudflats, littoral sediments, and seagrass.

21.7. This helps us to prioritise action to restore these habitats that have the most potential in the recovery of the landscape. However, it is a complex and emerging picture, and we will continue to refine our understanding of the value of natural capital assets.

21.8. A natural capital approach also needs to be balanced with a landscape scale approach that recognises the intrinsic value of nature and the need to restore natural processes. Some elements of the natural system are difficult to value using a natural capital approach or there is a lack of sufficient data to inform assessments. Building our understanding of how the landscape functions as a whole and how certain elements interact with others will enable us to sense check ecosystem value. This allows us to identify activities that rebuild ecological integrity so that biodiversity bounces back and is resilient to current and future pressures.





# Case studies

## 22. Poole Harbour

- 22.1. Poole Harbour is one of the largest natural harbours in the world, with many similarities to the Eastern Solent. It is similarly renowned and protected for its outstanding landscape, wildlife and fisheries, the nationally important landscape of the Isle of Purbeck and the scenic islands of the south shore. The busy Poole town centre and port on the north shore add similar pressures to the habitats and ecosystems in the harbour.
- 22.2. The combination of output from water treatment works and drainage from agricultural land has led to a doubling of nutrients entering Poole Harbour over the last 50 years. This results in algal growth smothering much of the mud flats and marine plant life and reduces the amount of food available for birds.
- 22.3. To tackle this problem, an Environment Agency and Natural England report set new targets to significantly reduce nitrogen and phosphorous discharge to levels that support ecological restoration by 2030. A number of approaches are being used to mitigate the main sources of nutrient emissions.
- 22.4. One of these is a ground-breaking farmer-led approach to manage nutrient losses that is approved by the regulator. The nitrate leaching tool, enables farmers to calculate the amount of nutrient they are losing from their land, field by field. This loss both impacts on the environment but also represents financial losses for the farmer. With this information and support from the scheme they identify actions to reduce these losses year on year along a glide path, to reach the target reduction by 2030.
- 22.5. The scheme allows catchment scale reporting to the regulator so that farmers can offset their nutrient losses under a voluntary trading scheme within the catchment. This means a more flexible approach for those using the scheme. It has been designed for farmers, by farmers. It works for any farm type or size and takes into account farming pressures at different times of the year, and works with the records farmers already keep.
- 22.6. The scheme was launched at the end of 2022, and since then 200 farmers over c45,000 hectares of land (making up around 72% of the agricultural land across the Poole catchment) have joined the scheme.

<https://www.dorsetcatchments.co.uk/catchments/poole-harbour>

There are some key features of this approach that provide useful lessons for the partnership:

- Farmer-led ensures it works for farmers, allows them to adapt their businesses at their own pace and in their own ways.
- Puts environmental considerations at the heart of business decision making whilst incentivising farmers to drive reductions.
- This partnership with EA has created a regulatory approach that meets the needs of all parties.
- Recognising that farmers are custodians of the land and do not want to contribute damaging impacts on the environment.
- Identifying and reducing the nutrients at source is the most effective way of reducing the pressure on water quality.

## 23. Weald to Waves

- 23.1. Weald to Waves is a project that was born out of the recognition of the impact that modern farming practices are having on ecosystems across the countryside.
- 23.2. James Baird is a farmer at the Climping Gap on the West Sussex coastal plain. After seeing with his own eyes the destruction of precious rainforest habitat to make way for palm oil plantations, he realised that in many ways the UK is not that different. On home turf, our farming practices often mean depleting and disconnecting precious habitats to make way for modern agriculture. He decided to look at how his own farm could better support nature recovery.
- 23.3. "For me it was an awakening that our own food production systems here have got a lot to answer for. Who are we to tell the Indonesians and Malaysians to manage their habitats when ours are in such a degraded state?" – James Baird
- 23.4. A growing understanding of the need for improving connectivity between areas of high-quality habitat, led him to think about the role farmers can play in providing wildlife corridors. He brought together seven landowners across Sussex and initiated the project Weald to Waves in 2022, with the aspiration to create a corridor of nature recovery across the Sussex landscape down to the marine environment in Sussex Bay.
- 23.5. From there the project has grown to draw in other farmers and landowners who have pledged land in areas that are important for biodiversity to start joining the dots along corridors from the Ashdown Forest in the High Weald, following the Arun, Adur and Ouse rivers to the sea at Climping, Shoreham and Newhaven
- 23.6. The project has three goals:-
  - Goal 1 – To create a nationally significant wildlife corridor of 100 miles and over 20,000 hectares as a ribbon of largely contiguous natural habitat.
  - Goal 2 – To promote nature as a provider of vital ecosystem services; backed by sustainable farming and a reduction of the pollutants that are compromising our landscape and flowing into our waterways and marine environment.
  - Goal 3 – To engage people and communities across Sussex by creating new opportunities to understand, enjoy and protect nature so that communities can thrive alongside nature.

<https://www.wealdtowaves.co.uk/about/story/>

The partnership can learn from a number of approaches used by Weald to Waves:

- A farmer and landowner led approach that balances nature recovery with productivity.
- How to better support and engage farmers in evaluating the opportunities for nature recovery on their land through data, reporting and mapping.
- Providing an advisory network that matches different types of expertise with those who need it.
- Advise on how to use emerging funding streams and their application particularly for smaller scale projects and attract funding for projects.
- Storytelling to engage potential participants, stakeholders and the public in ways that tackle a diverse range of issues and barriers.
- Adur River Recovery could showcase new technologies around biofiltration and natural flood management.

## 24. Medmerry Nature Reserve

- 24.1. Medmerry is a fantastic example within the Three Harbours of a highly ambitious nature-based solution which is successfully reducing the risks of climate change impacts on the local community in Selsey.
- 24.2. Prior to 2013 the narrow shingle embankment at Medmerry was the only flood defence to protect low-lying farmland and local communities. The beach front was considered to be the highest risk site in South East England, with predictions that the sea would be likely to breach the barrier every year. The shingle barrier was artificially maintained, with a significant amount of public money spent each year, recycling and re-profiling it with a fleet of diggers. In 2008, the area experienced devastating coastal flooding that threatened hundreds of houses in the nearby towns of Selsey and Pagham. Over £5 million of damage was caused when the shingle bank was breached.
- 24.3. The concept for Medmerry was developed during a 2001 workshop organised by local residents and involving engineering, ecological and planning experts from the Netherlands and the UK. The experts studied the area and listened to local people to help develop a long term climate resilient strategy for the Manhood Peninsula.
- 24.4. Between 2011 and 2013, the Environment Agency (EA) constructed over four miles of new floodbank. They then breached the existing shingle beach to create the largest managed realignment scheme on the open coast in Europe (at the time). The £28 million project was designed to help protect local communities from flooding and create vital new intertidal areas for wildlife, replacing habitat that had been lost elsewhere along the Solent.
- 24.5. Today Medmerry is a wildlife haven managed by the RSPB, with bird populations flourishing, particularly wintering wildfowl. The nesting sites among the pools provide habitat for a growing number of birds such as avocet, lapwing, little ringed plovers, oystercatcher, and little terns nested for the first time in 2023. The reserve now includes a network of footpaths and cycleways that allow visitors to enjoy the natural beauty of the area while protecting sensitive habitats from disturbance. There has been an economic benefit to the area with tourism, new natural fish nurseries and new grazing land all emerging in the wetlands.
- 24.6. The scheme was recognized by the International Union for Conservation of Nature (IUCN) as a successful example of a nature-based solution to reduce the risks of climate change impacts on coastal communities.

Medmerry provides a powerful legacy for the Three Harbours to build upon by:

- Inspiring landscape scale climate adaptation.
- Illustrating effective nature-based solutions that provide multiple benefits to nature, local communities and the economy.
- Seizing further opportunities to maximise the benefits that could be achieved at Medmerry and the surrounding landscape.
- Providing a case study for the evolution and regeneration of coastal habitats.
- Creating a ground-breaking nature-based solution from the community upwards.

## 25. North Carolina Oyster Restoration and Protection

- 25.1. The people of eastern North Carolina have a deep and historical connection to the oyster reefs, historically having been a large and profitable resource. Through overharvesting, habitat loss, disease, and pollution, the harvest dropped by 85% by 1994. Recovery efforts have seen a major increase recently, though the harvest numbers are nowhere near the historical highs. The partnership recognised that, if oyster harvesting is to become a major part of North Carolina's coastal markets once again, strong commitments to conservation efforts must be made by government and businesses alike. They implemented a blueprint approach first issued in 2003.
- 25.2. The partnership conducted an economic analysis identifying how habitat enhancement projects in North Carolina improve the coastal economy and environment. This analysis demonstrated that every \$1 invested in the coastal habitat enhancement programs yields \$4 in benefits. And further expected benefits ranged from \$2 to upwards of \$12 for every dollar invested. Some of the other findings include:
- Investment of \$5 million in oyster restoration created over 50 jobs and approximately \$10 million in revenue benefits.
  - Oyster reef restoration doesn't just help oysters, it also provides valuable habitat for black drum, blue crab, red drum, flounder, and other valuable fish species and protects Brown Pelican nesting habitat from erosion.
  - An oyster bed may support over 300 different organisms at a time.
  - One hectare of oyster reef provides on average \$10,000 (2011 data) in value – much of this through pollution removal.
  - Adult oysters are capable of filtering 15–35 gallons of water a day.
- 25.3. The partnership brought together local and state government officials, engineers, developers, business leaders, shellfish growers, scientists and more to learn how North Carolina could tap into its coastal resources to boost the state's economy.
- 25.4. In 2021, the latest Oyster Blueprint identifies specific goals such as:
- Improving water quality to protect and restore shellfish growing waters;
  - Building oyster sanctuaries and continuing to research protection methods
  - Creating a cohesive oyster shell recycling program
  - Building and monitoring oyster cultch reef to support wild harvest,
  - Growing shellfish aquaculture to a \$45 million industry by 2025;
  - Using living shorelines to stabilise estuaries that support oyster habitats, and protect them from future harvest.
- 25.5. It was also able to report on its successes so far, including:
- Increasing funding for oyster related programs by a factor of ten from 2003–2013
  - Documenting that for each dollar invested, at least \$4.05 in benefits are realized
  - Restoring nearly 450 acres of oyster habitat for both environmental benefits and harvest opportunities
  - Growing the shellfish aquaculture industry from \$1M to \$5 M and increasing the number of farms in the state tenfold
  - Documenting a doubling of annual oyster harvest from a low of 42,322 bushels in 2003 to 96,258 bushels in 2013

- Fostering the protection and restoration of the state’s water quality to allow for the safe growing and harvesting of oysters, as well as the continued recreational enjoyment of the coast.

25.6. Local communities can support the work of the Blueprint by recycling oyster shells for use in oyster restoration, volunteering to build new oyster habitat, visiting an Oyster Trail site, and participating in the Coastal Federation’s Adopt an Oyster program to support restoration efforts.

[Oyster Habitat Protection and Restoration | APNEP \(nc.gov\)](https://www.nc.gov/apnep/oyster-habitat-protection-and-restoration)

This inspiring story holds a number of lessons that this partnership can learn from:

- Building a strong evidence base that demonstrates the full range of benefits of habitat protection and restoration, that fosters support from a broad range of stakeholders.
- Making a clear economic case for coastal habitat enhancements.
- Using and promoting the cultural importance of oysters for the people and industries of North Carolina.
- Finding innovative ways to engage local people with clear routes for involvement.



# What next?

- 26.1. We will use the launch of this strategy to begin work on our first aim – to reimagine the future of the harbours. In collaboration with Solent Seascape Project and other partners and through a range of engagement routes, we will instigate dialogue with the public and stakeholders about current pressures, our changing future and our shared vision for the harbours and catchments. This will inform all the other actions in the Year One Plan.
- 26.2. Working groups have been established that will help us build and refine the integrated plan and the measures of progress. As the plans firm up, we can clarify resourcing needs and determine how to fund certain elements of the plan. We will share our progress with you.
- 26.3. We will review this strategy in 2028 and every 5 years in line with our sister programmes and the governments Environment Improvement Plan.
- 26.4. For more information on the Three Harbours see our website or contact [fay.pisani@rspb.org.uk](mailto:fay.pisani@rspb.org.uk).

## Partners

RSPB (lead organisation)	Arun and Rother River Trust
Southern Water	Clean Harbours Partnership
Natural England	Sussex Local Nature Partnership
Environment Agency	Sussex Wildlife Trust
Chichester Harbour Conservancy	Solent Forum
Langstone Harbour Board	Sussex IFCA
Coastal Partners	Manhood Peninsular Partnership
Hampshire County Council	Manhood Wildlife and Heritage Group
West Sussex County Council	Manhood Farming Cluster
Chichester District Council	Church Commissioners
Havant Borough Council	Seascape Restoration Research Network
Portsmouth Water	University of Brighton
The Blue Marine Foundation	

# References

NATURAL CAPITAL BASELINE ASSESSMENT for Southern Water and the Langstone, Chichester and Pagham Harbours

Manhood Peninsular Partnership website <https://peninsulapartnership.org.uk/>

Chichester Harbour Conservancy website <https://www.conservancy.co.uk/>

Weald to Waves website <https://www.wealdtowaves.co.uk/>

Manhood Wildlife and Heritage Group <https://www.mwhg.org.uk/>

Dorset Catchments website <https://www.dorsetcatchments.co.uk/catchments/poole-harbour>

Natural England Historical Investigation of Solent Saltmarsh  
<https://publications.naturalengland.org.uk/publication/4884906542104576>

Hampshire County Council Chichester and Langstone Harbours – Natural Capital Plan  
<https://democracy.hants.gov.uk/documents/s74498/Report.pdf>

National Ocean Service Coastal Blue Carbon  
<https://oceanservice.noaa.gov/ecosystems/coastal-blue-carbon>

<https://environment.data.gov.uk/catchment-planning/RiverBasinDistrict/7>

North Carolina [Oyster Habitat Protection and Restoration | APNEP \(nc.gov\)](#)

Designated Sites database [Site Search \(naturalengland.org.uk\)](#)



This page is intentionally left blank



## Appendix 2: Three Harbours Strategy - consultation questionnaire

N.B. Text in italics is from the consultation questionnaire. Text in bold is CDC's proposed response. Paragraph numbers and headings are references to the Strategy in Appendix 1.

*This consultation is seeking feedback on how the strategy complements existing strands of work and strengthens collaboration. Feedback is sought that specifically helps us to refine the draft 2028 Outputs and the Year One Plan so that they robustly build on ongoing delivery, help us to focus resources efficiently on the priorities set out here and are achievable whilst remaining ambitious. The draft 2028 Outputs are listed after the strategic aims and objectives from page 14 to 22 and summarised on page 23 and the draft Year One Plan is listed on page 24.*

*A link to the draft document can be found here*

*[http://www.solentforum.org/services/Partnership\\_Opportunities/Three\\_Harbours/](http://www.solentforum.org/services/Partnership_Opportunities/Three_Harbours/)*

*In your responses, please include references to paragraph numbers, where appropriate.*

*Q1. What organisation do you represent?*

*Enter your answer:*      **Chichester District Council**

*Q2. A successful strategy is delivered by everyone playing their part. What role do you think your organisation can take in the delivery of the 2028 Outputs or Year One Plan? Are there funding opportunities that your organisation may be able to help leverage? Please provide details.*

*Enter your answer:*

Paragraph 11.6 – Public and stakeholder engagement campaign – **we can support this through our webpages, social media channels and publications. We can work with partners on events.**

Paragraph 12.9 – Integrated blueprint for water quality recovery. **Although the priority is Chichester Harbour, the same issues apply to Pagham and Medmerry, where such a blueprint is needed to prevent these sites from going into unfavourable status. We are keen to work with the RSPB, water companies and local stakeholder on developing this aspect.**

Paragraph 12.10 – Nutrients and Pollution sources. **We are working with Partnership for South Hampshire on a programme of nutrient mitigation sites, including a potential funding bid to government.**

Paragraph 13.6 – Step up active restoration. **It will be important to ensure that opportunities from BNG funding are drawn into the Three Harbours area. Whilst CDC cannot control this, we can facilitate well located and appropriately scaled BNG habitat bank sites.**

Paragraph 14.7 -- Integrated planning process is accessible to the public. **The Chichester Harbour Investment and Adaptation Plan (CHIAP) will be an important trial project for this approach, but the more inland areas, as well as Pagham and Medmerry will need to follow on from this.**

Paragraph 15.8 – Integrated recovery plan. **This is a key output for us, we are keen to support a larger scale project come forward to draw in multiple opportunities and to allow a funding bid at a scale that will make a significant impact. The West Sussex and Hampshire LNRs will be the**

**overarching strategies, but a pipeline of site-specific projects will link into planning mitigation proposals (nutrients, SANGs, BNG) some of which will be smaller scale and initiated from private sector investment. We have a role, as a planning authority, in mapping and monitoring these.**

*Q3. Do the 2028 Outputs and Year One Plan support or complement existing work that you are involved in? Are there other opportunities where the partnership can add value to existing or planned work that align to this strategy? Please provide details.*

*Enter your answer:*

Paragraphs 16.7 / 16.8 – Advice and guidance. **This is the key area for co-ordination as well as meeting a currently unmet need. The role of nature recovery alongside food production in an agricultural landscape is a central issue for farmers and landowners. The range of funding offers is perplexing and overlapping, the ecological and market expertise to prepare business cases is an up-front cost and outside of core business expertise for land managers and so is a potential barrier. A ‘one stop’ service for a defined geographical area would really add value for all partners in the strategy.**

Paragraphs 18.5 / 18.6 – Partnership arrangements and investment. **To support the outputs above, there is a need for a defined structure. Informal partnerships can only achieve so much, particularly where it comes to funding bids. If the partnership is to be agile in securing funding, then lead partners with legal responsibility and Memorandums of Agreement to allow to delivery, will need to be agreed to give the partnership the capacity to deliver the 2028 outputs.**

*Q4. Do the 2028 Outputs or Year One Plan in this strategy compete, duplicate or conflict with work that your organisation is doing? Please provide details.*

*Enter your answer:* **CDC does not see any conflicts in the Strategy. There is always the potential for duplication as the Integrated Recovery Plan is developed – close collaboration and communication will minimise that risk.**

*Q5. Is there any high priority activity that you think is missing from the 2028 Outcomes, that aligns to the strategy? Please provide details.*

*Enter your answer:* **Similar to the comments on the Year One Plan above (18.5 / 18.6), the organisational infrastructure resources and capacity to develop the 3 ‘or more’ flagship projects will be key to delivering on the 2028 outcomes.**

*Q6. Could the strategy be strengthened to build upon existing relationships, strategies or plans? Please provide details.*

*Enter your answer:* **The year one plan does acknowledge the need to build up plans and relationships in Langstone and in Pagham / Medmerry to a similar level to Chichester Harbour. Pagham / Medmerry have suffered historically from not being included in Solent wide projects so extending these often Hampshire-based projects and partnerships to include Pagham as they already include Chichester harbour would strengthen the strategy. Co-ordination with the South Downs National Park Authority will also be important as the upstream / catchment issues extend**

**into their area and certain projects overlap (e.g., nutrient mitigation, ARRT's River Ems 10-year plan)**

*Q7. If you would like to comment on any part of the draft strategy, please do so here, quoting the paragraph number.*

*Enter your answer:*

Paragraphs 10.5 / 10.6 – Strategic Aims and Objectives. **Although the consultation focusses on the outputs and year one actions, the Council would like to emphasise our support and endorsement for the whole of the strategy including the areas of focus and the aims and objectives.**

This page is intentionally left blank

Environment Panel Workplan – as of 21 February 2024

Date of Meeting	Subject	Lead Officer	Decision/Update
04 March 2024	CCAP going forward - consultation approval	Tom Day	Cabinet - April
04 March 2024	Three Harbours Strategy Consultation Response	Tom Day	Cabinet - March
04 March 2024	A259 Chichester to Bognor Regis scheme - Stage 1 consultation	Simon Ballard	
04 March 2024	Energy Procurement	Vicki McKay	Cabinet - March
<i>Oct or Nov 24</i>	<i>CCAP Consultation Results</i>	<i>Tom Day</i>	<i>Cabinet</i>
<i>01 May 2025</i>	<i>New CEAP approved</i>		<i>Cabinet - Jul 25</i>
	<i>Low Carbon Chichester Fund Board Meeting</i>	<i>Tom Day</i>	<i>Cabinet</i>
	<i>Biodiversity Strategy - if successful, budget report (Cabinet Feb 24)</i>	<i>Tom Day</i>	<i>Cabinet</i>
	Post Project Evaluation - Textiles, Small Electricals, and Coffee Pods	Amie Huggett	TBC
	<i>BNG Policy</i>	<i>Tom Day</i>	<i>Cabinet</i>
	<i>Litter and Fly tip enforcement contract</i>	<i>Simon Ballard</i>	<i>Cabinet</i>

This page is intentionally left blank