

Spring 2020

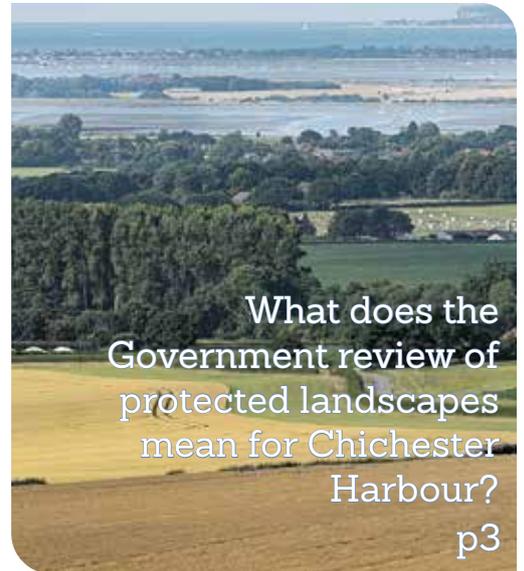
Friends of
Chichester Harbour



Newsletter



In this issue:



Our Valuable Saltmarsh

Around the edge of the harbour is a grey, green swathe of plants that is immersed in saltwater twice a day. Find out why this habitat is so essential to the wellbeing of the harbour.

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Paul Adams

Dear Friends

Welcome to 2020 with a slightly earlier newsletter to ensure that our events programme is published in good time. During 2019 there were many environmental protests across the world. Whilst the method was not necessarily popular, it was clear that the message that we are destroying the planet resonated strongly in our population.

We saw this at the plastics symposium, where we showed at a local level the extent of the problem of environmental degradation.

The one thing I am regularly asked is, 'what can I as an individual do?' The answer probably lies in one of the following categories - to understand, to influence and to set an example.

Understanding is hard - things are rarely binary, and the issues we face are complex. The more I read, listen and process - the harder I find it to come to clear answers - not that they don't exist, it just becomes more apparent how

interconnected things are.

Influencing describes a wider form of campaigning - helping people - your friends, families colleagues and neighbours understand what the environmental issues are. How do they affect us? What role should I play?

Finally - set an example. It isn't good enough to think your actions are ok because you have paid someone else, to plant some trees somewhere else.

We all need to try and understand what we can all do individually. Be bold - plant your garden with native plants, drive less, walk more; don't buy things in plastic container. This would be a good place to start.

The Friends will continue to work to preserve Chichester Harbour from the threats of pollution, climate change and over development. Please continue supporting us.

Happy New Year.

Oliver Chipperfield

Chairman's Annual Report 2019

During 2019, the Friends took a lead role in raising the issue of local plastic pollution. We were very proud to co-host with the Conservancy and David Jones of University of Portsmouth a scientific symposium which brought together a number of academic research projects looking at micro plastics in our patch. It was both a fascinating and disturbing event which has laid the foundation for what will be a key course of work for years to come.



Funding was provided towards the Cobnor Footpath Project, Thornham Point Bridge rebuild, new interpretation panels, new tern rafts and to the award-winning Education Service.

Our work parties put in an amazing 1,504 hours of voluntary work. The range of tasks varies from beach cleaning, tree planting, habitat management, footpath repairs and scrub clearance. The most dangerous work undertaken was measuring unwilling crabs for a Conservancy project!

Chris Clode and his team of volunteers continue to successfully operate oyster boat *Terror*. Despite a season marred by strong winds and bad weather we got over 400 people on the water.

Thanks to our improved online membership system we have had around 250 new members in the past year. Many thanks

go to Melanie Kent who, with our Treasurer, organised groups of volunteers to go to many of the Junior Sailing Weeks resulting in approximately 50 new memberships, many family ones, which is particularly good news.

Looking forward we will continue to support Conservancy projects including funding a new hedgerow between Dell Quay Road and Salterns Copse. The two big projects we are working on at present are re-routing the Salterns Way at Shipton Green and evaluating a new minibus.

We are also aware of various pollution threats including from air quality around the A27, nitrate pollution, GRP fragments, faecal pollution in busy areas and excessive carbon emissions across the activities within the harbour. We are thinking with the Conservancy how we might try to address some of these issues which will require time, effort, money, resources and above all willpower.

Thank you all for supporting the Harbour and our work in it. Please encourage friends, family and neighbours to join. Our work isn't going to be over anytime soon!



A Once in A Lifetime Opportunity

In Spring 2018 the Government launched a review of England's protected landscapes. *Heather Baker* provides an overview of what this review means for Chichester Harbour.

The review, led by Julian Glover, is a 'once in a generation' chance to look at how these precious landscapes, our National Parks and Areas of Outstanding Natural Beauty (AONBs), are doing, how they can be better protected and what can be done so that everyone benefits from them. Chichester Harbour is an AONB, and as such attracts particular attention and protection from harm.

The review seeks to strengthen links between protected landscapes and engage with more young people. It says that climate change, biodiversity loss, and a changing, urban society mean that new approaches are needed to get the most out of England's most-loved landscapes, including National Parks and AONBs.

Two central messages run throughout the document:

- National Parks and AONBs should be brought together as a collaborative and more proactive family of national landscapes, having equal status in law and resources.
- All protected landscapes should have three statutory purposes:
 - › To recover, conserve and enhance natural beauty, biodiversity and natural capital, and cultural heritage.
 - › To actively connect all parts of society with these special places to support understanding, enjoyment and the nation's health and wellbeing.
 - › To foster the economic and community vitality of our area in support of the first two purposes above.

Where there is conflict between any of these purposes greater weight will continue to be given to the first of these.

The review believes that AONBs should be strengthened in law, policy and resources. So, the statutory purposes should be implemented, as described above, their funding should increase, they should have statutory consultee status to strengthen their role in the planning system, and their national importance should be elevated to match the National Parks.

What all this means on the ground is that Chichester Harbour Conservancy, which manages the AONB, will have an expanding role in its care of the landscape. It will have to pay particular attention to youth engagement, climate change, pollution mitigation, improved accessibility for all minority groups, participation in health and wellbeing programmes, partnership working with other protected landscape groups like the South Downs National Park. The Conservancy will also be scrutinised for providing value for money to the taxpayer.

We are still waiting for the government's response to this review, and subsequent proposals for adoption, but in the meantime, much is being achieved, particularly in the area of joint working between the Conservancy and the South Downs National Park, where volunteering, young people's involvement, farming activities and Nature Recovery Networks, are being discussed and shared.

To read the review in full please go to https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833726/landscapes-review-final-report.pdf

Heather Baker is Vice-Chairman of FoCH. Heather was previously Leader of Chichester District Council and is currently appointed by DeFRA to be a Member of South Downs National Park Authority. "I hope to be able to increase the number of young members of FoCH and to enthuse all our members to care for and enjoy this wonderful place."



Chichester Harbour as seen from the South Down National Park

The Hidden Value of Saltmarsh

The intrinsic value of nature is understood by many of us. However, should this be something we attempt to place a monetary value upon?

I have spent the past summer working on a dissertation, as the conclusion to the MSc Coastal and Marine Resource Management course at the University of Portsmouth. For this, I examined the values that saltmarsh provides to humans through its numerous ecosystem services and benefits. I specifically studied its ability to capture and store carbon from the atmosphere, valuing this service in relation to the habitat found in Chichester Harbour. This article will explore how saltmarsh habitat is valuable to us and explain the findings from the dissertation.

What saltmarsh does for us

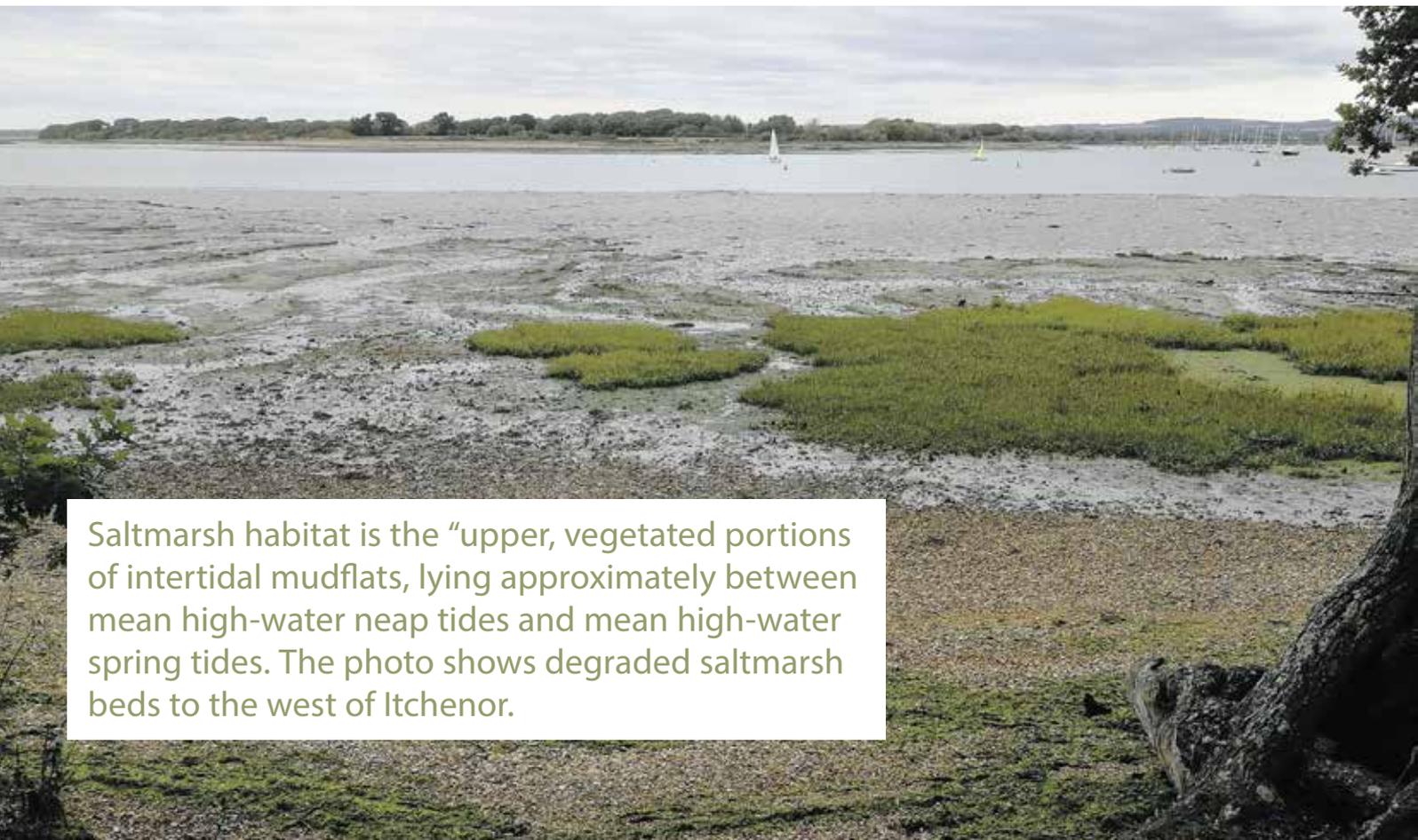
The benefits that saltmarsh habitats provide to humans are predominantly indirect, in that they are not conventionally used as a resource themselves. Instead, they influence other environmental or ecological characteristics, which in turn benefit us. These services include contaminant retention from the water column, therefore improving water quality; reduction of coastal erosion through the absorption of wave energy; nursery grounds for several commercial fish species, including Sea Bass in Chichester Harbour; and others, such as increasing biodiversity and improving sediment retention.

As a coastal wetland habitat (others being mangroves and seagrass meadows), saltmarshes also have the highest rates of carbon sequestration of all natural systems. This is becoming an increasingly important characteristic, due to its ability to mitigate greenhouse gas effects in a progressively changing climate. Worryingly, saltmarsh habitats and their services are being lost globally, and in Chichester Harbour there has been a 60.6% loss in coverage from 1946 to 2018. This is due to several factors, a primary issue being coastal squeeze; a phenomenon caused by rising sea levels and barriers being built on land, preventing the landward migration of saltmarsh habitat.

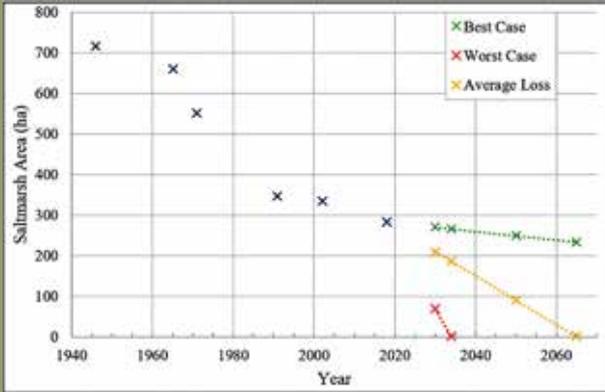
Calculating the cost of carbon

Whilst fraught with uncertainty, there are two commonly utilised prices for carbon. The first is the “Social Cost of Carbon”, which estimates the value of each tonne of carbon released, based on the damage it will cause to global society through greenhouse effects. The second is “Abatement Cost”, which estimates the value of each tonne of carbon released, based on the cost of its mitigation, e.g. afforestation, carbon capture and storage. The UK government has promoted the use of abatement cost in policy appraisal since 2011, and released specific prices based on the cost of mitigation in the UK.

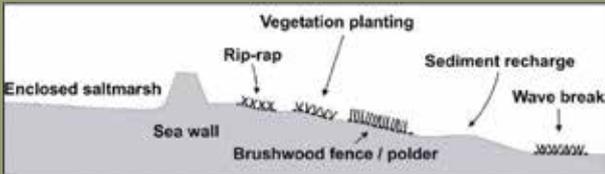
Discount rates are applied to economic projects that estimate prices in the future, as a method of predicting and accounting



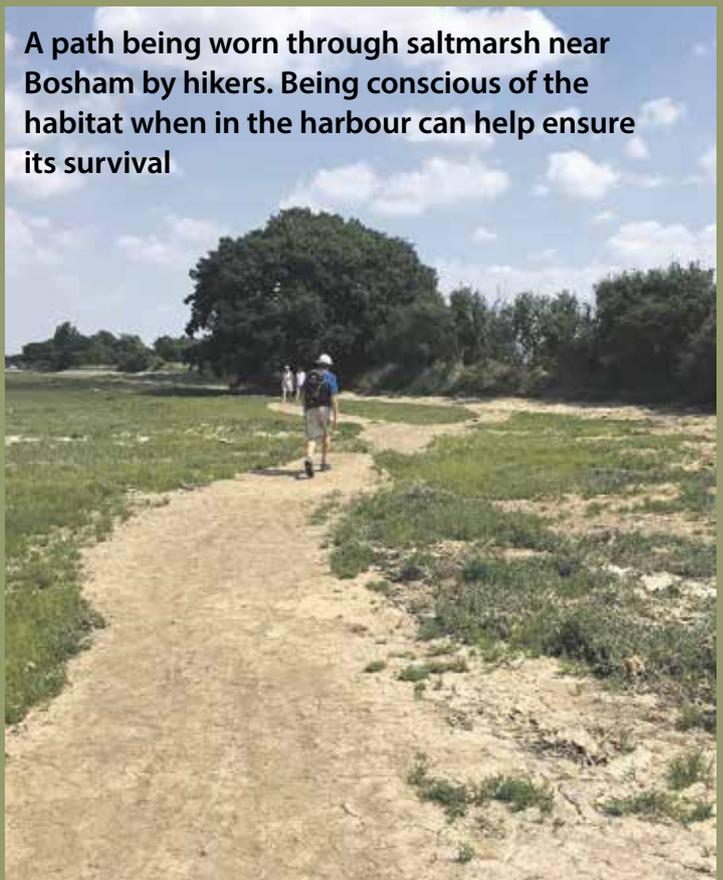
Saltmarsh habitat is the “upper, vegetated portions of intertidal mudflats, lying approximately between mean high-water neap tides and mean high-water spring tides. The photo shows degraded saltmarsh beds to the west of Itchenor.



Taking the current rates of decline, saltmarsh in Chichester Harbour will have disappeared by 2065. Worst-case and best-case scenarios were also generated. Source: Cope et al., 2008; LUC, 2018



Saltmarsh restoration techniques that could be employed in Chichester Harbour to increase the habitat's coverage. Source: Doody, 2008.



A path being worn through saltmarsh near Bosham by hikers. Being conscious of the habitat when in the harbour can help ensure its survival

for inflation within currency. A commonly agreed upon discount rate of 2.3% for environmental policy was applied to the calculations in this dissertation. This discount rate, combined with abatement cost values for carbon stored by saltmarsh in Chichester Harbour from 2018-2065, resulted in a value of -£26.2 ±5.2 million (in 2018 GBP). As the saltmarsh is experiencing a total loss in coverage for the period from 2018-2065, the value is negative. This value is representative of the loss of carbon storage and sequestration in the future, including the release of carbon from the saltmarsh plant loss and subsequent substrate erosion. The price indicates how much greenhouse effect mitigation efforts would cost in the UK, to account for the loss of the saltmarsh habitat.

What we can do for saltmarsh

Whether or not the prices generated are considered for the management of saltmarsh in Chichester Harbour, the carbon regulation capabilities of the habitat are highly important. It was estimated that 54,800 ±10,800 tonnes of carbon would be released into the atmosphere and not sequestered as a result of the saltmarsh decline by 2065. In context, carbon released by road transport in the UK in 2016 equated to ~117,000 tonnes. As carbon sequestration is just one of the many services that saltmarsh provides to us, other factors must be considered when examining its total value.

With sea levels rising on the south coast, the rate of saltmarsh submersion will increase. Ensuring that landward areas are available for the habitat to migrate to over time is essential for its survival. Individual actions that can aid conservation include: responsibly boating to prevent wash eroding saltmarsh edges; not walking/hiking on saltmarsh; and ensuring private sea defences allow some room for saltmarsh migration.

Schemes such as managed realignment and regulated tidal exchange are ideal for the habitat to grow, as wave erosion is limited, and environmental conditions can be somewhat controlled. Current trends of the habitat extent in Chichester Harbour can be reversed with a more concerted conservation effort.

Bryn Lockwood, University of Portsmouth

The bursary from the Friends of Chichester Harbour has motivated and enabled me in completing this dissertation. The funding has been helpful in getting transport to and from both Chichester Harbour and the University of Portsmouth library during the summer. It has also enabled printing and access to literature that helped me produce the work. Knowing that there was interest behind the project, and an opportunity to share the findings, has been motivational throughout the dissertation. Thanks especially to Oliver Chipperfield who considered my application.



The Romans in Chichester Harbour

The first official contacts between Rome and Britain came in 55 & 54BC when Julius Caesar brought his army across the channel. However, he had no intention of conquering the country, and merely wanted to make a name for himself back in Rome by going to the 'very edge of the world'!

However, from then on the Britons were very aware of the powerful empire on their doorstep, and vice versa. Evidence comes from Iron Age coins, some showing close alliance with Rome, and others more opposition. For example, coins of Verica, king of the Atrebates tribe in this area, have the Latin word 'rex' (king) on them, and a vine leaf, indicating the wine trade with Rome, while Catuvellaunian coins have an ear of wheat or barley (a British product) with the Celtic word 'riconi' which might also mean 'king'. Roman writers also indicate that British leaders were regularly going to Rome to ask for help against troublesome neighbours!

There is also much evidence for trade links before the invasion. As well as the coins mentioned above, a large trading base dating to the Iron Age has been excavated at Hengistbury Head in Dorset, while burials of Iron Age chieftains, such as that at Welwyn in Hertfordshire, often contain Roman goods such as silverware and wine amphorae. The Roman writer Strabo, writing at the time of the first emperor Augustus, says that Britain, 'produces corn, cattle, gold, silver and iron. These things are exported along with hides, slaves and dogs suitable for hunting'. Large grain storage pits found on many Iron Age sites, and the work done at Butser Iron Age Farm Project support the idea that the Britons were producing a large surplus of grain, which could be exported to Rome.

In AD43 the emperor Claudius launched the invasion of Britain. It was always thought that the whole invasion force landed at Richborough in Kent, where we do have archaeological evidence for a landing, but the historian Dio Cassius tells us that they 'were sent over in 3 divisions', and we now think that this might mean three different landing sites. If so, Chichester Harbour would have been a very likely candidate. Dio also says that one of the reasons for the invasion was because 'a certain Berikos, who had been driven out of the island as a result of civil war, persuaded Claudius



Coin of Verica, king of the Atrebates, showing the vine leaf as evidence of the wine trade with Rome



The first villa at Fishbourne, also known as the 'proto-palace'

Ptolemy's map of Britain showing the south coast and 'magnus portus', probably Bosham



to send a force there'. We don't have a Celtic king called 'Berikos' in our archaeological record, but we do have 'Verica', and the names are similar enough for this to be the same person. Verica, as already stated, was king of the Atrebates tribe, and so it would seem very likely that the Romans would land at least part of their army in his kingdom to get them on their side as quickly as possible. Unfortunately, as yet we have no archaeological proof of this. There is plenty of military equipment of the correct date found in the area, but no definite link to a landing site.

The first buildings at Fishbourne are also connected to the Roman army – two big granaries, built to a definite 'army' plan, but these could merely be a supply base for the Second Legion as it came along the south coast, rather than evidence for a landing site. In fact, the Romans built several such bases along the south coast as they advanced westwards.

The army soon moved on, and civilian traders moved in, using the same buildings, as well as the road built by the army, leading to Chichester, the local market town. In c.AD65 the first domestic villa was built at Fishbourne, one of a series of villas built along the south coast at the same

time, possibly as a result of the local tribes not joining in with the Boudiccan Revolt of AD60. This is extended massively in c.AD75 into the palace, the remains of which we now see. Just who it was built for is still a mystery, but the most likely candidate seems to be the local king, Togidubnus. He is known from a passing reference in the Roman writer, Tacitus, and an inscription found in Chichester. Togidubnus was a 'client king', who was prepared to work with the Romans, and as such would have received very preferential treatment. However, no other client king in the whole empire received a palace on anything like the same scale, so it is still a mystery.

In the 1980's-90's, David Rudkin excavated the remains of a large aisled barn, right down by the water's edge. This barn had been used from the mid 1st century to the late 3rd century (roughly the same time as the palace was in use). Whether it was abandoned due to a rise in sea level which seems to have occurred at that time, or due to the threat of Saxon pirates who were raiding around the coast of Britain and France in the 3rd century, we don't know. Suffice it to say that about the same time, the palace was completely destroyed by fire, possibly the result of a Saxon raiding party.

The main harbour at Chichester seems to have been sited first at Fishbourne. Extensive remains of jetties and wharves have been discovered, together with traces of dredging to provide a deep water channel. However, the building of the palace cut off direct access to Chichester, so the main harbour

probably then moved to Dell Quay, where the medieval port of Chichester was located.

About AD150, Claudius Ptolemy, a scholar at the great library of Alexandria, published his 'Geographia', a summary of all the geographical knowledge at that time in 8 volumes. The entry for Britain includes a place called "magnus portus" ('Great Harbour'), the coordinates of which pinpoint it to Bosham. This was therefore an important enough port to be included on this map produced at the other end of the Roman empire!



The 'Theodosius' medallion recording the recapture of Britain after the Great Barbarian Conspiracy of AD367. London is shown in the background.

In the 3rd and 4th centuries, the Roman empire went through some troubled times. First Carausius, governor of Britain, seized power and declared himself 'emperor of Britain'. The empire eventually regained control, but in AD367 there was what is called 'The Great Barbarian Conspiracy', when barbarian tribes overran Britain completely. Count (later emperor) Theodosius did restore control, but in AD410, the emperor Honorius wrote to the people of Britain telling them that they must 'look to their own defence'.

In other words, Roman troops were being withdrawn, to defend the empire elsewhere. This is usually taken as the formal end of Roman Britain. *Alan Collins*

Alan was Head of Classics at St Philip Howard Catholic High School for 38 years, and is now a part-time Museum Guide at Fishbourne Roman Palace. Alan presented a talk at the Friends' AGM.



The Flavian palace at Fishbourne

Summer Evening Racing: the beauty of quiet evenings and glowing sunsets amidst a wealth of wildlife

So many people have admired the classic keeled dayboats from Itchenor – the Sunbeams, X-One Design Boats and Swallows – racing in the harbour on a summer's day. They provide a sublime addition to the scenery of the harbour.

I have recently had the opportunity to learn all about one of these keel dayboats, the Solent Sunbeam, raced exclusively from Itchenor Sailing Club (ISC), with a sister class raced in Falmouth, Cornwall.

There are over 30 Sunbeams sailing from Itchenor. The oldest, number V1, is nearly one hundred years old, along with several others from the 1920s, all far outliving their original owners!

In 1922, Alfred Westmacott, also designer of the X-Boat and Bembridge Mermaid, was commissioned by three keen racing men to provide an improved Mermaid design to become the Solent Sunbeam. It was to be sailed by 2-3 people (the third allowed to be a paid professional hand who must not helm!).

Amongst the original class-rules were:-

- All boat names should end in 'Y'
- A strict hull one-design but freedom to distribute the reasonably moderate 300 sq ft sail (plus later a spinnaker) how you wanted and a free choice of the boat fittings.
- Payment of 10 shillings (worth £20 today) to lodge a protest when racing, to discourage such instances!

The boat design is of a long (26' 5") low three-quarter decked hull with an open cockpit; exceptionally beautiful and elegant, and in 1923 very likely the fastest yacht of its length.

I was amazed by the superb finish of the boats and their magnificent fittings. The construction of each wooden boat used the finest quality in oak, elm, ash, pitch pine and teak.

With their longevity of life, I felt the boats were somewhat similar to the famous strapline for Patek Philippe's watches. Owners might easily claim "You never actually own a Solent Sunbeam. You merely look after her for the next generation".

In more recent times, epoxy finishes for older wooden boats to reduce maintenance costs and now GRP hulls have been approved. The latter were painstakingly tested and modified to ensure their performance and looks are exactly similar to

the older wooden hulls. And their interior fittings remain as perfect as those of the older wooden boats.

Sunbeams handle precisely and have a scintillating upwind performance, especially in light - medium airs. Two experienced owners have commented: "The class's best asset is that in light airs it is just amazing" (Julian Hawe); "Sunbeams ghost in zephyrs, sparkle in a breeze and exhilarate in a near gale" (Roger Wickens).

You never actually own a Solent Sunbeam. You merely look after her for the next generation.



Gary Blake / Alamy Stock Photo

Itchenor's Sunbeam owners have very competitive races every weekend, with the design of the boats allowing them to use their sailing skills to the highest level. And, an annual race to Cowes to take part in the Solent Regattas.

The boat requires careful tuning to achieve optimum performance.

Many boats are sailed by husband and wife teams. There have been a number of female owners and "helms ladies" from the early days and currently up to nine ladies regularly helm.

The Sunbeam class is also renowned for its high levels of sportsmanship and a strong social scene. They have an informal race every Thursday evening at the ISC, when guests and visitors can join in the fun.

Itchenor with its deep water and the Harbour has become the perfect location for the Sunbeams. The sheltered harbour waters with moderate waves even in strong winds are the ideal playground for the long sleek Sunbeams.



Over 30 Sunbeams sail from Itchenor, the oldest being nearly 100 years old

People claim that racing in the Harbour is like a complex game of chess – with the Harbour's shallows, eddies, wind shifts and bends.

Much of the skill involves the ability to creep close to the mud-flats against a foul tide; a thorough knowledge of the underwater contours of the Harbour is necessary to avoid running aground. Then the totally different joys of the open water by Hayling Island and in Hayling Bay. Perfection! All of us sailors are so fortunate.

FOOTNOTE: I could easily have written about the other keel racing boats at Itchenor. I just happened to meet with Roger Wickens, an ultra-enthusiastic Sunbeam owner. I also read the fascinating story of Sunbeams in the book written by Peter Nicholson, owner the 96-year old V1 Dainty, who also supplied some of the photos for this article. My grateful thanks to both of them.

Iain Pulley



The Sunbeam Class invite anyone to come for a trial sail. www.solentsunbeam.co.uk/contact



Chichester Harbour and Health

Natural spaces have long been recognised as being beneficial to individual's health and well-being. Often these benefits can be grouped into physical health and psychological well-being. Research has shown that natural spaces benefit an individual's physical health by enabling exercise. Whilst social interactions, and spending time in nature, can improve one's psychological well-being.

To date, this type of research has not been completed in Chichester Harbour. So, I decided to look at how Chichester Harbour impacts visitor health and well-being. My research looked to apply the previous knowledge of natural spaces and health to Chichester Harbour to understand the importance of this area to visitors and residents alike.

Research for my Masters dissertation was comprised of interviews and questionnaires, to try to understand how Chichester Harbour affects health and its importance to visitors for health and well-being. It was discovered throughout the research that Chichester Harbour does improve both the physical health and psychological well-being of those who spend time in the area. Through speaking to respondents I was able to understand that Chichester Harbour is a facilitator for physical health, meaning that those who visit the area complete physical activity as a response to being in an Area of Outstanding Natural Beauty. This physical exercise was noted to be mainly walking.

As well as physical health, Chichester Harbour was shown to improve visitor's psychological well-being through increased social interaction, as well as wildlife interactions, and being able to spend time in a quiet and clean area. These interactions improve well-being as they make visitors calmer and happier.

One of the main discoveries my research highlighted, was the deep personal connections that the respondents have to Chichester Harbour. For many, this is their home, and their livelihood, and Chichester Harbour plays a major part in their lives. Through these discoveries, it is important, now more than ever, to continue to protect Chichester Harbour as a place for, not only nature, but for human health and well-being.

My research is aligned with recent findings from the Glover Report, 2019, which recognises that England's landscapes need to "continue to serve the country better by improving their biodiversity, and the lives of people who work in them, live in them and enjoy them". The Glover report recognises the health benefits of areas such as Chichester Harbour, and has highlighted the need for these spaces to be accessible to all, and equally beneficial to everyone.

From my findings and the findings of the Glover Report, I think it is important to look further into Chichester Harbours influence of human health and well-being and look to understand how best these areas can be managed for the benefit of all.

Freya Divey, University of Portsmouth

"it is important, now more than ever, to continue to protect Chichester Harbour as a place for, not only nature, but for human health and well-being"

Freya received a bursary from The Friends of Chichester Harbour. She said "The fact that I have been awarded a bursary for my dissertation topic is exciting, as it gives value to my research. It is also encouraging as it shows that my research is seen as useful by the main voluntary organisation that cares for the harbour."



A Canal, A Copse and 2 Churches

This walk explores part of the Manhood Peninsula outside the AONB. The name is derived from Anglo-Saxon meaning 'common wood'. A 4.5 mile flat walk following the Chichester canal and crossing farmland.

Walk details by Sally Dench

Car parking and start of walk – SU 865 023, small car park on north side of B2145 as you enter Hunston from east.

Turn right from the car park, ignoring the footpath immediately to the right. Take the footpath along the canal bank, walking west (1).

J M W Turner made this view of Chichester cathedral famous. His painting is now part of the Tate collection.

The canal was the final link in a water route from London to Portsmouth with a branch to Chichester. This last part was opened in 1823 to great celebrations, despite many delays and running over budget. A regular cargo was bullion for the Bank of England accompanied by armed Redcoats. However, in the 1850s it closed and parts are now important havens for wildlife. In spring many water birds nest here.

As the housing ends make a left turn to follow another footpath and almost immediately go left again to follow a path through houses.

The village of Hunston did not really exist until the mid-20th century and the building of the canal.

At the main road, turn left and cross the road when safe. Look for the footpath sign (by the green metal fence) and follow this to reach a sharp left bend. Continue following the footpath round Hunston Copse. At the end of the trees, ignore a path to the right and keep straight ahead to continue across farmland to reach North Mundham.

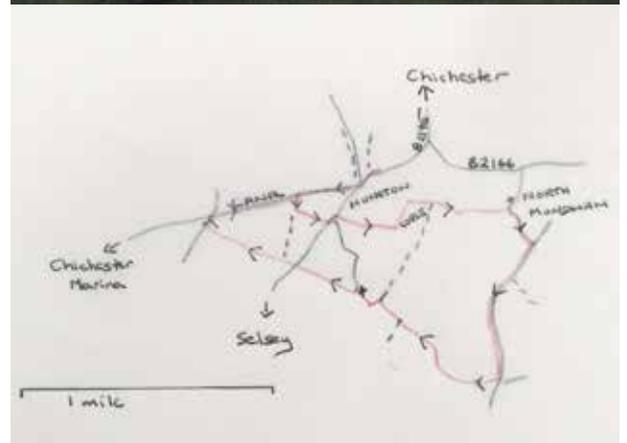
Just to your left is the church of St Stephen's. The church has three bells: the oldest is medieval, inscribed AVE MARIA.

Turn right to follow this road, look out for the produce stall on the left (2), at a T-junction turn right into Fisher Lane. Keep following the road and at a T-junction turn right into a private road. Just before Fishers Barn follow the footpath across farmland. Ignore a path left and continue ahead, turning left at a junction of paths then sharp right to reach the church (3).

This is one of few churches dedicated to St Leodegar in this country. He was born in Germany. After becoming a bishop he was involved in a period of political unrest. Experiencing much political unrest he was beheaded in 678. The current building dates from 1885, although there has been a church here since at least 1105.

The church is part of a conservation area including a Manor House dating from around 1670. It is surrounded by a moat although this is now largely over grown. The pond is home to ducks and moorhens and is surrounded by reeds and willows.

Leave the road by the pond, following the footpath sign across fields to reach the main road again. Cross with care, turn left down Little Boultons to reach a footpath. Continue ahead ignoring a crossing path, to reach another road. If you need a break, to the left is The Blacksmiths Arms. Otherwise turn right and very soon right again to enjoy the walk back along the canal to the start of the walk.

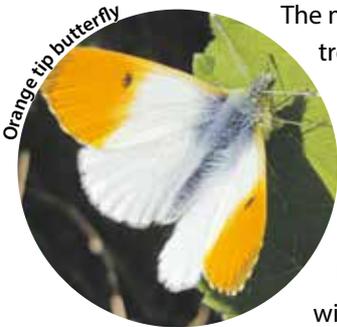


Discover The Dell

The Dell, a 1.2 acre woodland habitat, is tucked behind a row of houses on Chidham Lane. It is held by Chichester Harbour Trust on a long lease from Chichester District Council, and is managed by the Conservancy with support from the Friends.

The Dell was once about twice its current size and was the site of two marl pits. Marl, a mix of clay and limestone, was excavated and used as fertilizer.

A freshwater stream, which originates in Hambrook, runs through the woodland and is a home for freshwater shrimps and water beetles.



The majority of trees on the site are ash, blackthorn, hawthorn and field maple. The large oak trees are ideal roosting sides for bats. Wildlife thrives here, a number of insects have been recorded including six types of bees and five butterflies. Throughout the year you will see and hear the birds that love this woodland. Look out for cuckoos, green woodpeckers, skylarks and tawny owls.

There are two informal footpaths. Head east and the path leads onto fields and towards Chichester Harbour or wander along the woodland path as it crosses the stream.

The Friends have done much to care for this site. Funding has been provided for the outdoor classroom which is enjoyed by the local school. Regular Friends work parties help manage the vegetation and keep the site in good order.



A talk on Friday 20th March by Nicky Horter will explain about the various sites owned by Chichester Harbour Trust and some exciting upcoming projects. See the Events flyer for more details.



Butterfly: L Lysaght / Woodpecker: iStock

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Friends of Chichester Harbour
 c/o Harbour Office
 Itchenor, Chichester
 PO20 7AW
www.friendsch.org



New Members Welcome

Membership rates:
 Single: £20
 Couple: £30
 Family: £40

Members receive regular newsletters, invites to special events, discount on Conservancy events and the opportunity to join environmental work parties.

To join please email: membership@friendsch.org

Existing Members: please check your standing order is for the correct new rate.



**Working with
 The Friends of Chichester Harbour**