

Langstone Flood and Coastal Erosion Risk Management Option Appraisal Study

Langstone Stakeholder Workshop Report

Havant Civic Plaza 9th March 2020



AECOM



Havant
BOROUGH COUNCIL



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PARTNERSHIP**

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1 Introduction

The Eastern Solent Coastal Partnership (ESCP), in collaboration with AECOM Infrastructure and Environment UK Limited, is undertaking a Flood and Coastal Erosion Risk Management Option Appraisal Study for Langstone on behalf of Havant Borough Council (HBC). The Study area covers the coastal frontage between the Langbrook Stream, to the west of Mill Lane, to just east of the Royal Oak Public House. Residential and commercial properties (including listed buildings), a sailing club and historical landmarks are present along the Langstone frontage and both Langstone and Chichester Harbours are environmentally designated.

The Option Appraisal Study is being funded by a combination of Southern Regional Flood and Coastal Committee (SRFCC) Local Levy and HBC Community Infrastructure Levy (CIL).

1.1 Purpose of this document

This workshop report seeks to set out the objectives and outcomes of the Langstone Collaborative Stakeholder Workshop held at the Havant Public Service Plaza, on the 9th March 2020. The feedback received during this meeting will be used to inform the development of the study, accounting for and capturing key stakeholder input and ideas.

1.2 Wider engagement

This workshop forms part of a wider engagement process being undertaken throughout the duration of the project.

A Stakeholder engagement strategy has been developed with a clear methodology that will help to ensure that the relevant stakeholders are informed and involved at the right time.

Overall strategic aim:

To engage with the local community, businesses and public bodies along, and with an interest in, the Langstone coastline:

- to raise an awareness and understanding of coastal flood and erosion risk
- to identify the challenges and constraints
- to ensure the community help to support the decision-making process for managing the coastline

Engagement will help inform coastal management options bearing in mind what is technically feasible, publicly acceptable, most financially viable and environmentally acceptable.

Each stakeholder is likely to have a unique view on the use, development and protection of any coastal frontage. As such they can be a source of indispensable information which can be used to define issues and objectives, steer option development and achieve general consensus on a preferred option.

The Langstone Key Stakeholders Working Group (LSWG) was set up early in the project to provide opportunity for local community bodies and other key stakeholders to directly input into the development of the scheme. To date, the group have met three times at key points during the project.

The project team have also engaged separately with Natural England and Historic England as statutory stakeholders to obtain advice and support at the short list and leading options stages of the project. In addition, the project team have also held face-to-face meetings with front line residents, the Ship

Inn, the Royal Oak, Langstone Sailing Club, Hampshire County Council, Chichester Harbour Conservancy and utility companies.

Two public events were held in November 2018 in the Ship and the Langstone Sailing Club to share the shortlist options. The events provided a fantastic opportunity for residents and visitors to find out more about the coastal defence study, speak to the project team and to share their views on the shortlisted options being put forward.

Two further public engagement events to disseminate the Langstone leading options were held on the 8th and 9th of January 2020. Over 200 people attended and 90 questionnaires were completed during the events. A number of key concerns were raised at the events, championed by a group of concerned residents – the Langstone SOS Group.

The project team met with the key individuals leading the Langstone SOS group on the 27th January 2020, to listen to their concerns, discuss their points of view and find a way forward. The meeting was positive, with a key action agreed, to set up and hold a community stakeholder workshop to provide an opportunity to revisit and discuss the drivers for a scheme and to explore the coastal defence options for Langstone as a community. As documented in this report, the collaborative stakeholder workshop was held on the 9th March 2020.

In the lead up to the workshop, the project team liaised with members of the Langstone SOS group to agree the agenda and the format of the day.

2 Workshop summary

2.1 Attendees

Members of the Langstone Stakeholder Working Group (LSWG), key representatives from the community with an interest in Langstone and front-line residents were invited to attend the workshop. Attendees included local residents within the scheme area, resident’s associations, recreational groups, local businesses and conservation groups. A list of all those that attended can be found below in table 1. In total there were 31 external attendees.

Table 1 - Stakeholder representation at the workshop.

Stakeholder representation
Cllr for St. Faith's Ward, Deputy Leader of Havant Borough Council & Cabinet Lead for Planning, Regeneration & Communities
Langstone Residents Association
Langstone front-line residents
Friends of Langstone Harbour
Langstone SOS Group
Langstone Village Association
Blue Marina Foundation
Havant Civic Society & Solent Protection Society
Cllr for St. Faith's Ward

<u>Stakeholder representation</u>
Chichester Harbour Conservancy
The Cutters
Langstone Flood Watch
Natural England
Langstone Sailing Club

The following members of the ESCP project team, AECOM and other ESCP representatives were also present at the workshop:

<u>Name</u>	<u>Organisation</u>	<u>Role</u>
Lyall Cairns	ESCP	Head of Service
Mark Stratton	ESCP	Policy and Environment Team Manager
Sam Box	ESCP	Langstone Option Appraisal Study Project Manager
Adam Sennitt	ESCP	Project team member
James Spragg	ESCP	Langstone detailed design Project Manager
Ed Rowsell	ESCP	Environment
Jon Short	AECOM	Consultant Project manager
Angela Sturgess	ESCP	Table facilitator
Zane Gunton	ESCP	Table facilitator
Nicky Reid	ESCP	Table facilitator
Emma Stainer	ESCP	Table facilitator
Mandie Fleck	ESCP	Room note-taker
Amy Stevens	ESCP	Table note-taker
Yoly Larkin	ESCP	Table note-taker
Clare Newton	ESCP	Table note-taker
Lucy Taylor	ESCP	Table note-taker

2.2 Format

The day was run by the ESCP and facilitated by Mark Effenburg from Langstone SOS Group. The format of the workshop involved an introductory presentation given by both the ESCP and SOS leads.

Following introductions and a welcome from both the Eastern Solent Coastal Partnership (ESCP) and the Langstone SOS Group, a presentation was given consisting of a brief introduction explaining the aims and objectives of the workshop (*Figure 1*); Rules for the day (*Figure 2*), and a brief study update (*Figure 3*).

Objectives of the day



1. To agree a common understanding of the problem
2. To revisit the drivers, objectives and challenges of a scheme
3. To understand the framework we work under
4. To understand the different approaches to manage flood risk
5. To confirm areas of consensus and disagreement
6. To help inform detailed design



Figure 1 - Objectives of the day

Ground rules



- To treat each other with **mutual respect** and **consider other's opinions**
- To **allow others to speak and be heard**
- To not shout or use abusive language
- To have **open and honest** discussions
- To switch mobile phones to silent
- To **listen** to every stakeholders questions and concerns equally
- Not to use the workshop as a forum for personal agendas or complaints



Figure 2 - Ground rules

team from ESCP and AECOM were also on hand to provide technical advice and answer any questions during the day.

At the end of the day the ESCP provided a wrap-up of the day and highlighted the next steps.

3 Workshop Results

The results from the workshop have been summarised per Breakout Session, which include drivers, objectives and challenges; and how we can work together to meet the identified objectives in relation to the study area as a whole, and in relation to each frontage as shown in *Figure 4*.

Copies of the Breakout Session flip charts can be found in *Appendix 1*.

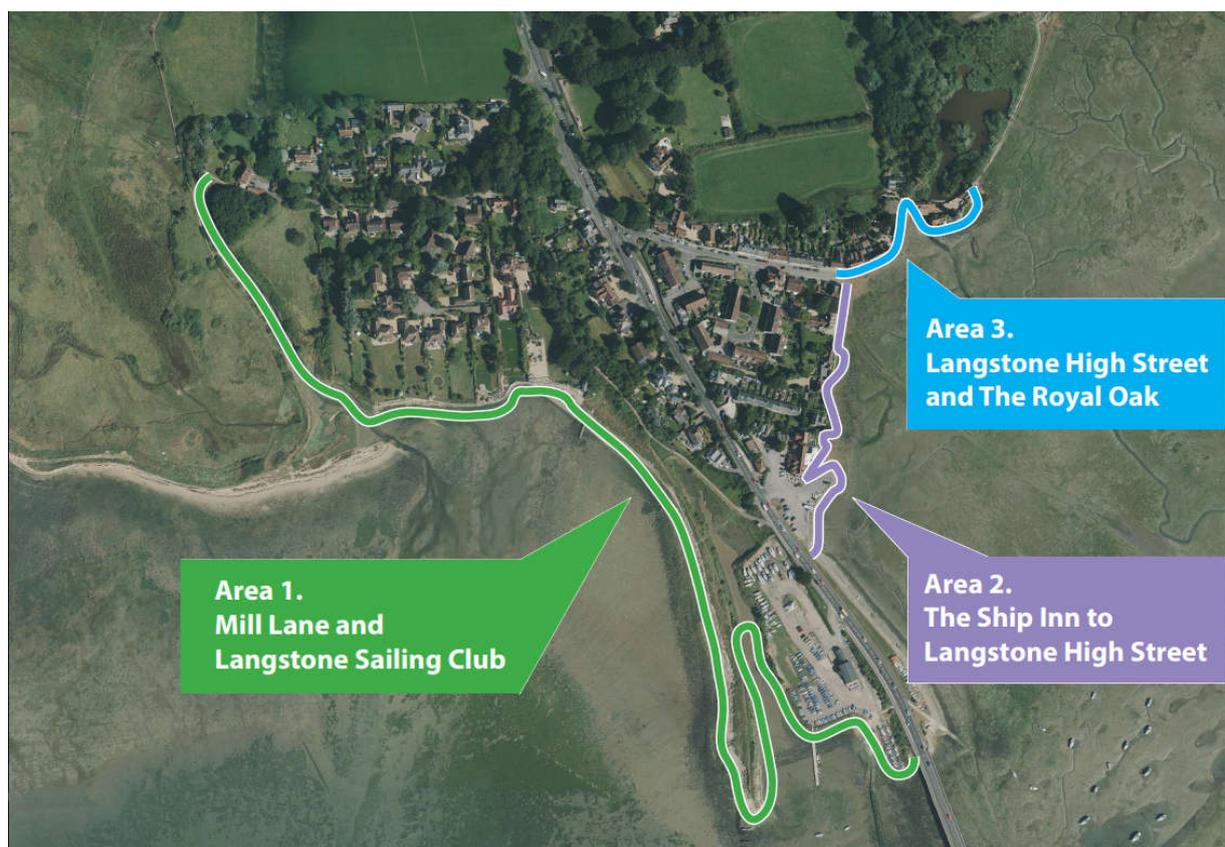


Figure 4 - Langstone Frontage Unit Boundaries

3.1 Breakout Session One: Drivers, Objectives and Challenges

The tables were asked to discuss the following questions:

- What are the key drivers for a scheme at Langstone?
- What would the objectives for the scheme be?
- What are the key challenges at Langstone?

Key drivers identified included:

- Climate change, sea level rise and flooding; reducing flood and erosion risk to properties and the road

- Maintaining and improving accessibility for all, including to the sea and for all roads within the area
- Balancing the needs of protecting heritage, historic assets and the environment
- Cost effectiveness, sustainability and economics
- Protection of the whole village, in particular over a 50-year horizon
- Safety and risk
- Doing something
- Aesthetics

Key objectives identified were:

- Controlling flooding
- Protecting the environment, both natural and historic
- Maintaining quality of life
- Protection of properties for the next 100 years
- Using a holistic approach
- Finding an optimum technical solution
- Having a shared understanding
- Obtaining value for money

Key challenges identified included:

- Identifying short term vs. longer term approaches; looking at the bigger picture
- Balancing opinions, willingness to compromise and achieving consensus from everyone
- Funding and value for money
- Motivation
- Environment vs. property

There was a clear alignment between the drivers and objectives identified by the stakeholders, and those set out by the ESCP for the project as shared with the room (*Figure 5*).



Figure 5 – Study drivers and objectives

3.2 Breakout Session Two: a holistic session looking at the whole study area – how can we work together to meet the objectives identified in Session 1?

The tables were asked to discuss their ideas on approaches to manage risk in Langstone as a whole.

Discussion points raised, on approaches to managing risk in Langstone included:

- Resilience and adaptation – existing building could be used; however, this could be difficult with some properties. Adaptation would also require a change in behaviour.
- Some stakeholders felt that Havant Borough Council should not be permitting new development within areas at risk of flooding
- It was agreed by all that the idea of “doing nothing” was not an option
- The idea of a barrier across Langstone and Chichester Harbours was explored; in addition to the technical, environmental and financial factors which prevent this from being able to be taken forwards.

It was clear that a ‘Do Nothing’ scenario was not acceptable to those in the room, but there was no overall consensus on what should be done. Different ideas were put forward ranging from Adaption (relocate the community or property level resilience), to maintaining exiting assets and ‘Do Something’ approaches (e.g. flood walls, flood gates, tidal barrages etc.)

3.3 Breakout Session Three: Mill Lane and Langstone Sailing Club - how can we work together to meet the objectives identified in Session 1?

The tables were asked to discuss their ideas on approaches to manage risk in the Mill Lane and Langstone Sailing Club areas.

Discussion points on approaches to managing risk in this area included:

- The spit is a weak point – reinforce the spit - could some kind of rock armour be placed along the whole frontage?
- If the blue and yellow frontages (as shown on workshop maps) were not defended as part of the scheme, could the CIL funding be used to just protect the road?
- Natural England would prefer the red alignment (as shown on workshop maps), as this would allow natural processes to continue and the spit to rollback, even if this would be at the expense of the saltmarsh behind.
- Restoration of habitats / environmental enhancements (saltmarsh, oyster beds, rock pools)
- Maintain / reinforce existing defences. The ESCP explained that government funding cannot be used for the maintenance of existing structures, as this is considered to be the responsibility of the landowners. Government funding would be for the refurbishment and/or replacement of defences, then for their ongoing maintenance as required (subject to agreements and funding availability).

The project team shared the projects leading options for this frontage to compare with the approaches put forward by the room and identify areas of agreement and disagreement (*Figure 6*).

There was agreement that an earth bund would be a suitable protection measure for this frontage however, there was disagreement on its alignment. There was also consensus with the reinforcement / refurbishment of existing private defences. The groups agreed that something

should be done to protect the spit, but options ranged from placing rock at the end of the spit to reinstating the Billy Line.

There were opposing ideas on how the spit should be used or managed, with some preferring natural evolution which is better for habitats, whereas others favoured reinforcement of the spit to maintain its integrity.



Figure 6 – Leading options for Mill Lane and Langstone Sailing Club areas

3.4 Breakout Session Four: The Ship to Langstone High Street - how can we work together to meet the objectives identified in Session 1?

The tables were asked to discuss their ideas on approaches to manage risk along the Ship to Langstone High Street frontage.

Discussion points on approaches to managing risk in this area included:

- Maintenance would not constitute a public scheme, a public scheme would need to build new defences to obtain funding
- It was agreed that a footpath is needed. Views on the boardwalk option were very mixed. The question of whether the existing footpath could be widened was raised.
- Aesthetically, any new defences should be made as similar as possible to the existing and access to the foreshore should be maintained.
- The idea of an offshore barrier or inflatable “sausage” defence was again raised, and whether or not this could be explored by independent consultants and funded privately. The ESCP again maintained that above all other considerations, this option would not pass through current environmental regulations and would therefore not be explored any further by ESCP.

The project team shared their leading options for this frontage to compare with the approaches put forward by the room and identify areas of agreement and disagreement (Figure 7).

The groups agreed that access to The Ship Inn and the car park should be retained. There was also consensus on the glass flood wall along the Ship frontage as this would maintain views from The Ship. All agreed that a footpath should be maintained along the frontage, however, the boardwalk option had mixed support.



Figure 7 – Leading options for the Ship to Langstone High Street

3.5 Breakout Session Five: Langstone High Street and the Royal Oak - how can we work together to meet the objectives identified in Session 1?

The tables were asked to discuss their ideas on approaches to manage risk in the Langstone High Street and the Royal Oak areas

Discussion points on approaches to managing risk in this area included:

- Overall, there are mixed opinions about the best solution for this frontage
- The need for flood protection to the cottages and the Royal Oak, however the aesthetics of the wall should also be an important consideration in order to preserve the heritage, glass topped walls.
- It was also agreed that without flood protection in the first place, the heritage could also not be preserved.
- Acceptance of some flooding in the future, use of resilience and resistance measures to properties
- As an alternative to the frontline wall at the Royal Oak, an earth embankment or bund could be created around the back and reinforce the quay, as well as improve property-level resilience
- A flood gate could be provided across the High Street
- Could we make use of the existing Royal Oak walls (reinforce walls) and increase resilience?
- Could non-return valves be made use of?

- An offshore breakwater was again suggested as an idea, in combination with works to the existing quay wall.
- Maintaining emergency access for residents

The project team shared their leading options for this frontage to compare with the approaches put forward by the room and identify areas of agreement and disagreement (*Figure 8*). This frontage was the most debated. There was little consensus on this frontage due to a number of issues, including views being maintained, retaining the character and heritage of the area, space restrictions, environmental designations and protecting all vs some of the properties. When discussing the embankment/bund, there was no consensus on where the floodgate and two smaller flood gates would go.



Figure 8 – Leading options for the Royal Oak, Langstone High Street and the Old Mill areas

To address some of the main concerns raised at the public events, the project team identified an additional defence alignment to assess further that may be more acceptable to some residents. This option was also shared with the workshop (*Figure 9*).

Royal Oak, Langstone High Street and the Old Mill - Alternative

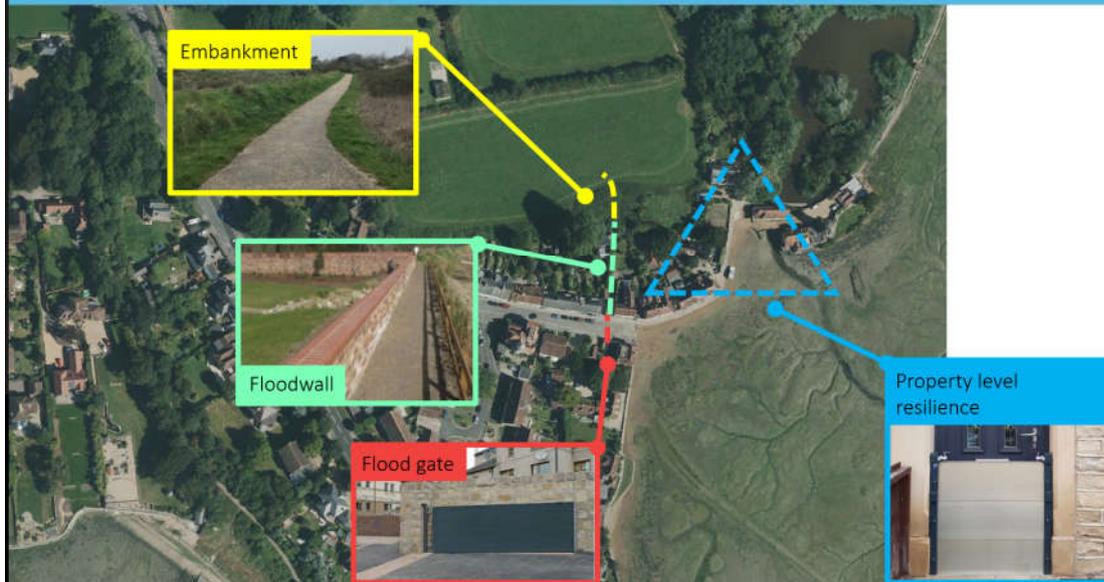


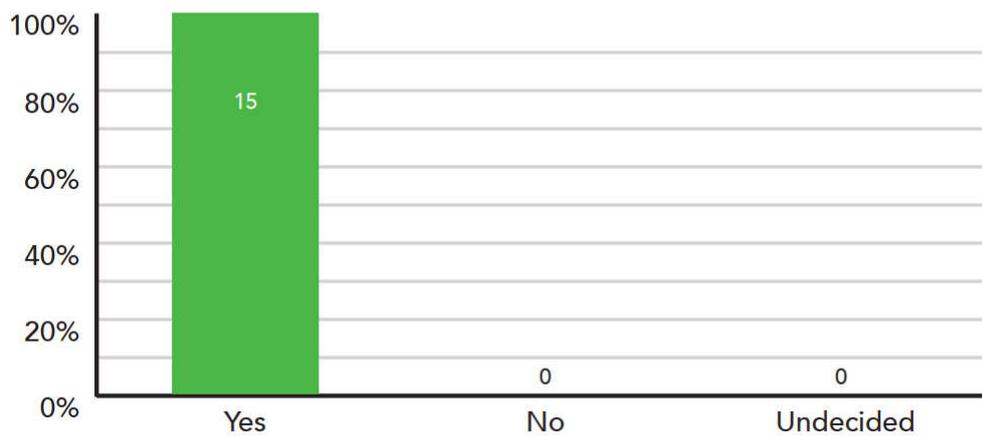
Figure 9 – Alternative alignment for the Royal Oak, Langstone High Street and the Old Mill areas

4 Stakeholder Feedback from Online Feedback Form

Following the workshop, attendees were given the opportunity to feedback on how they felt the workshop went and reflected on the different elements of the activities. Outlined below are the questions asked and the responses received.

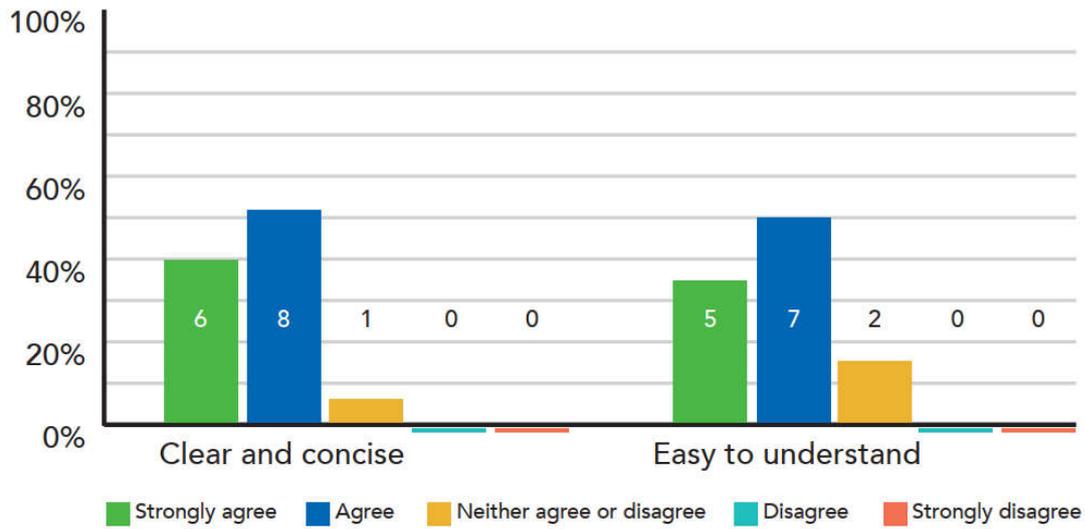
4.1 Do you feel there is a need for a coastal scheme at Langstone?

Q1. Do you feel there is a need for a coastal scheme at Langstone?



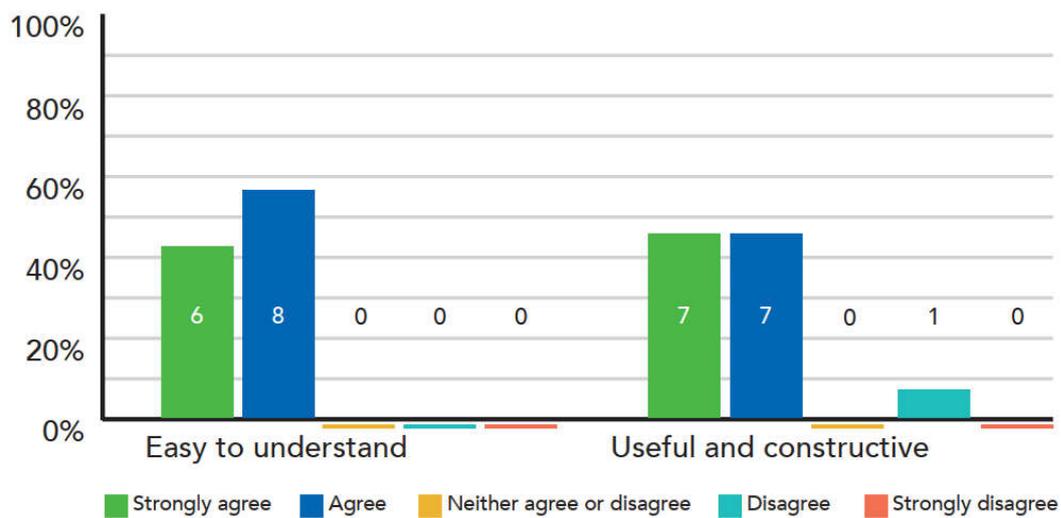
4.2 How did you find the workshop presentations?

Q2. I found the workshop presentations...



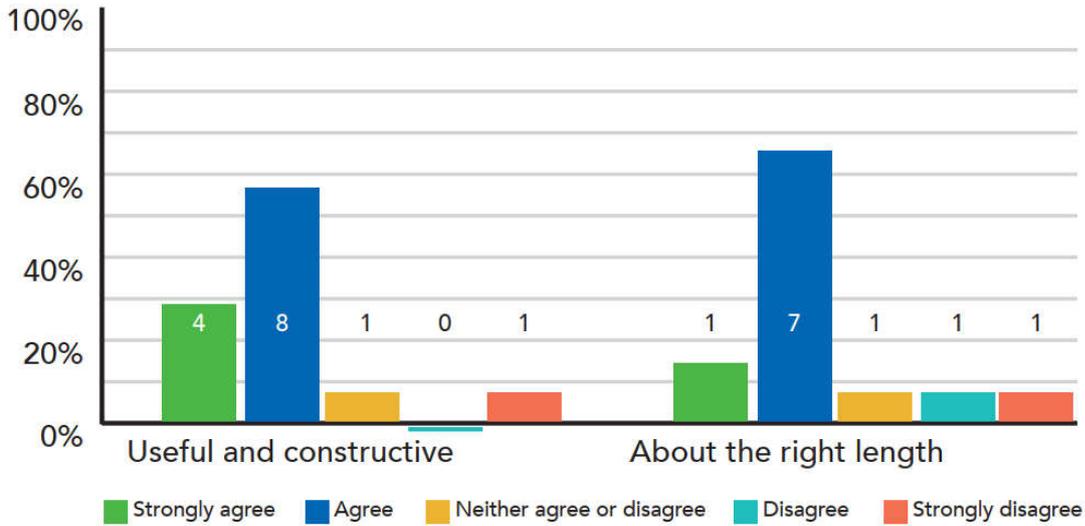
4.3 How did you find the workshop table discussions?

Q3. I found the workshop table discussions...



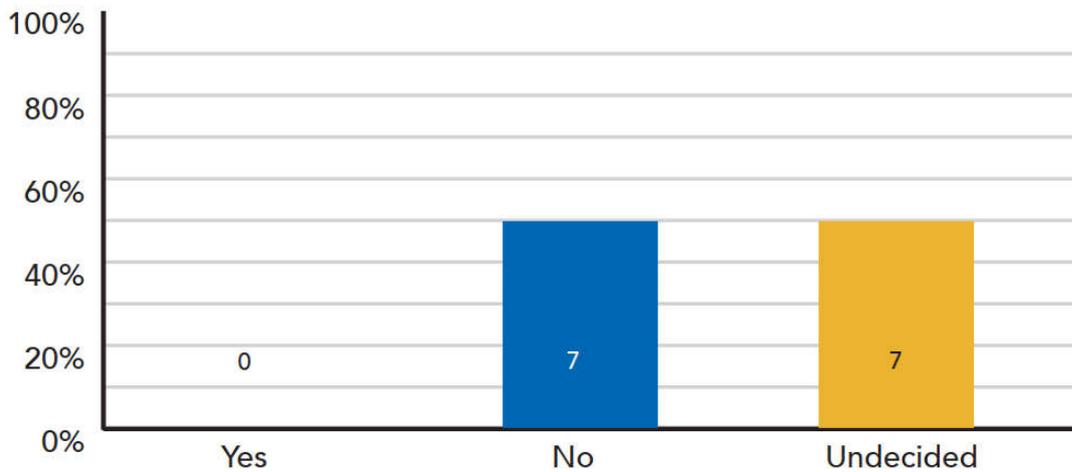
4.4 How did you find the group feedback discussions?

Q4. I found the group feedback sessions...



4.5 Before the workshop, did you feel as though you were listened to?

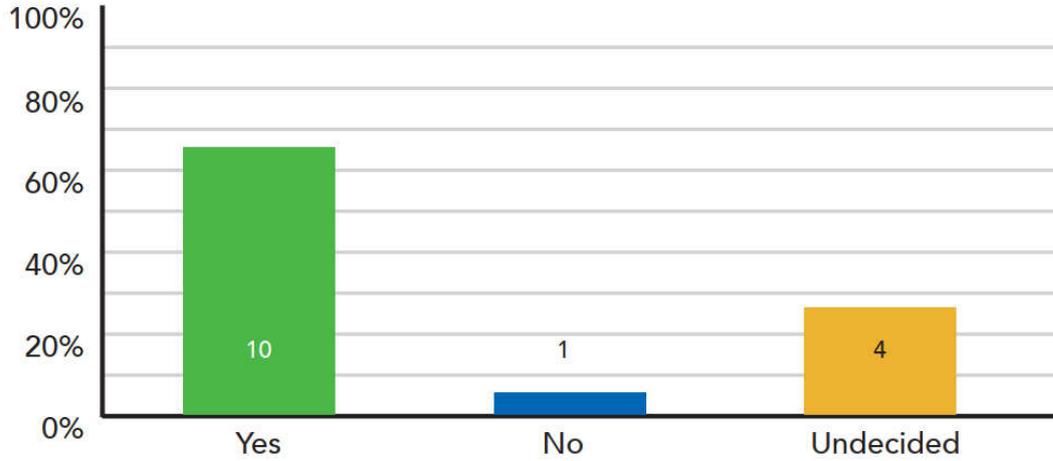
Q5. Before the workshop, did you feel you were listened to?



Comments Received with Question 5:
Had not been involved in this specific project so had not raised any points. Had previous contact with ESCP regarding oyster restoration within coastal defences and put together a scoping report but it all went quiet.
I had the feeling that ESCP were unsympathetic to our strong feelings about the heritage.
Seemed to be pushing through plans without reference to actual residents involved.
I had asked questions and provided comments on earlier sessions but never had any evidence that I had been heard or answered.
Friends of Langstone Harbour were not in the loop.

4.6 At the end of the workshop, did you feel as though you had been listened to?

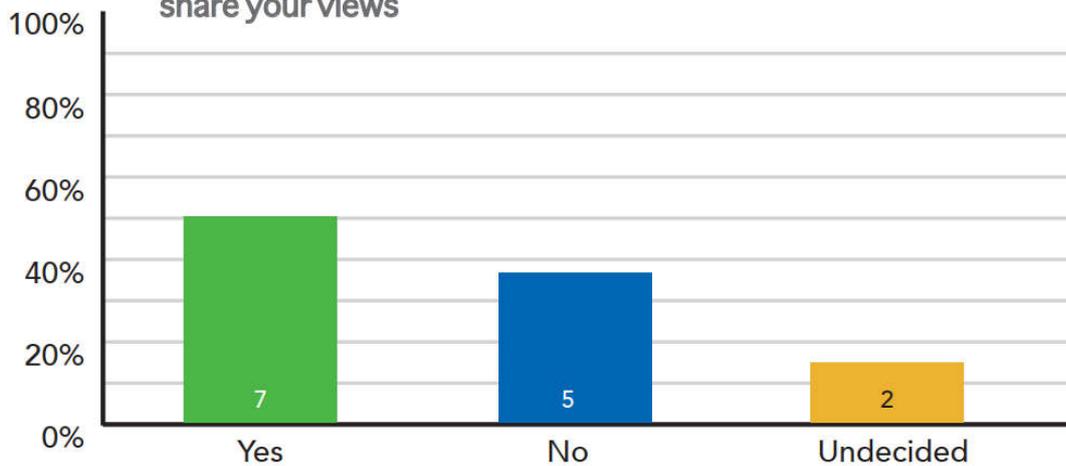
Q6. At the end the workshop, do you feel we are listening to you?



Comments Received with Question 6:
Certain issues were not on the table. The breakwater and other more imaginative ideas were excluded from the discussion but emerged in spite of this.
I felt ESCP have more understanding of our position.

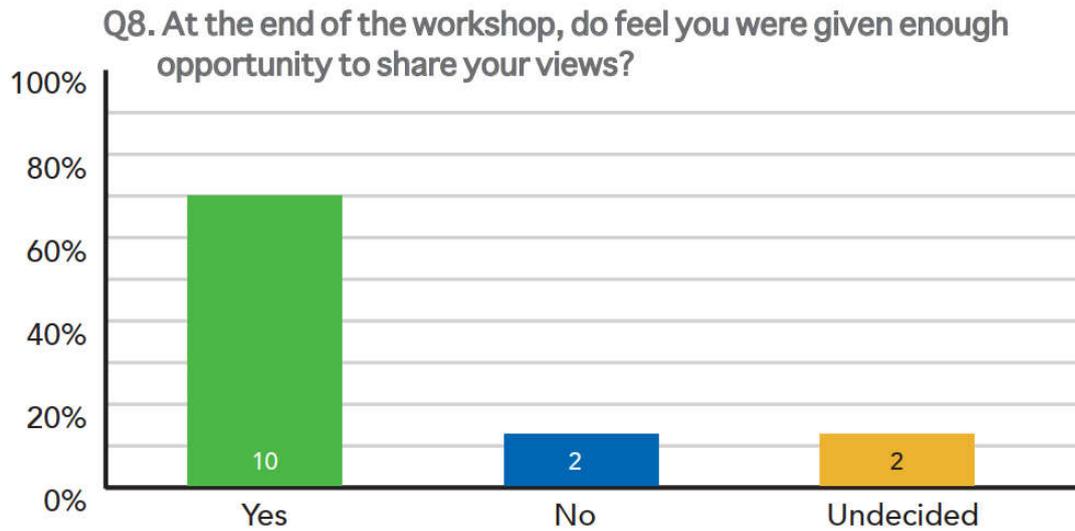
4.7 Before the workshop, did you feel that you had the opportunity to share your views?

Q7. Before the workshop, did you feel you had the opportunity to share your views



Comments Received with Question 7:
Only became aware of the scheme shortly before the workshop so didn't share views.
I tried to work through the SOS but they were the wrong channel. The SOS pursued their private agendas and ignored the village's concerns.
See above.

4.8 At the end of the workshop, do you feel you were given enough opportunity to share your views?



4.9 Is there anything that you think we could have done differently on the day?

Up front define the facts and figures of the problem e.g. the threat over 50/100 years and the projected heights and volumes of the sea and air pressures - explain why the years changed from 100 years to 50 years.
Reduce the impact of SOS campaigners who were allowed to present their plans and control workshop discussions too much. There was little evidence that they wanted to hear others' views.
You covered all the main points of interest....giving me the chance to consider more in-depth questions about which I shall need some answers.
We tried to achieve too much in a short time ... a second, shorter workshop would have given more time to discuss all the issues in more depth.
I thought it exceeded expectations, given the workshop environment and it was extremely well done.
Extra microphones at the breakout tables so everyone could hear.
There was not enough time to fully explore issues.
The drawing together at the end of each session could have been more cohesive, but it did improve session by session.

4.10 Do you have any other comments you would like to add?

Well facilitated opportunity to share understandings would like to understand more about the blockages to having a 'sausage'.
Professional and technical staff present were extremely helpful, open and honest about possible options - I felt that they were listening to possible alternative views to these being presented by the SOS group.
I learnt a lot about how funding can be justified, or not.
I still have the same worries about the gate at the end of the High st. regarding size and height . Also all the pub deliveries will park outside my house and drive if the gate goes ahead.

Very well run event in a respectful atmosphere.

The workshop was very well organised and exceeded expectations.

Personal Comments arising from the Langstone Study Collaborative Workshop 9th March 2020

Although coming late to the Party, the meeting hosted by Havant Borough Council on the 9th March 2020 I felt was a useful and hard working day. Credit particularly must go to Mark Effenberg, for the exemplary way he kept everyone on message and to time. Personally I thought that the design of the bund for West Beach was excellent, especially with it linking into the Harbourside scheme and ideally connecting with the existing Sailing Club defences. Likewise the wall alongside the Ship is non contentious although cost for this should be borne by the Pub owners. However beyond that point there is a conflict of interest. The ESCP have a very narrow brief to safeguard Langstone from flooding and erosion for the next 30-50 years, not necessarily to safeguard the Heritage or Environment of the Village. Following this workshop I now think that the ESCP have a better understanding of the way the Protection of our Heritage is cared for so passionately in the Village. At the meeting both of these drivers were identified at an early stage as being important factors and now hopefully more likely to be incorporated into the final proposal. The footpath between the Lookout and the Winkle Market is contentious. ESCP are stating that they are constrained by mandates that determine the width of the pathway and restricted to meet these requirements because they are not permitted to encroach into the harbour. However it was argued that to date ESCP have made no special case for this walkway to be classified of having historic and heritage merit. Such designation would present a powerful argument to overrule the cited inhibiting footpath width directives or inter tidal encroachment. Personally I do not feel this to be much of an issue; it could be simply resolved by a meeting on site of the respective parties, given that in there interest of the Landowners to ensure that the wall is well maintained, so to defend their properties. There is a similar protection of heritage argument for the Royal Oak and Langstone Mill. This too is a unique and historic waterfront and is of national importance. The frontage and buildings have faced the ravages of the harbour for centuries, its authenticity and integrity could easily be destroyed by a thoughtless design. I would suggest that the seawall which is in poor condition is repaired whilst the buildings it protects, essentially those seaward of the High Street floodgate, would be outside of the ESCP flood protection zone. Essentially, they are coastal properties and with a propensity to flood! This could be mitigated by offering support to make these properties appropriately flood resilient. A bund wall would be needed from the point of the High Street flood gate, to run along the northern side of the properties in the High Street, so to prevent flood water creeping behind these cottages. It would also provide emergency access for the benefit of the properties within the flood zone. This would then offer front line protection to most of the village and importantly protect the road onto Hayling, thereby satisfying the criteria for the ESCP Funding. The Residents living in the flood prone zone will be given full support and assurance that on successful completion of the front line flood defences then a longer term Phase 2 programme would be pursued. This would be based on existing models in the Netherlands, Langstone and the upper half of Chichester Harbours would become a tidal lagoon through an imaginative and engineering daring project design. This would create robust and longer term flood protection for the Royal Oak and other at risk properties, without compromising their historic integrity. It could be self-funded with a viable return paid to its investors from the revenue generated by the electric hydro turbines. Langstone would then have an effective local frontline scheme long term solution, together with a robust and effective outer defence. This would also be of benefit to Emsworth which also has a similar Heritage conflict. It is however imperative for the Village at this stage to work together to attain Phase 1 funding. For that reason I believe it prudent to park the Phase 2 Tidal Lagoon project as a long term aspiration and focus our attention to the matter in hand. [REDACTED]

What happens next is very important and I am unsure what future dialogue will be maintained.

It would be helpful to have ongoing discussions with villagers like [REDACTED] who is more analytical than most. He also lives on the waterfront and understands the tides and ramifications of them.

The lunch was excellent and there was a good mix of stakeholders. The strip lighting made it difficult for me to read the text on the wall screen.

Great gluten free lunch, thank you! The table size was great, enough to get a variety of views. The passion to get a solution was evident from ECSP as well as their frustration at the audience not always understanding what could and could not be funded. Ultimately it felt a little black and white, 100 percent or nothing with regards to obtaining public money.

5 Next Steps

The collaborative workshop has proved a valuable exercise in seeking the views and ideas of organisations and individuals from across the Langstone area. The workshop has provided a platform for building trust and mutual collaboration. The feedback received both during and after the event was extremely positive in terms of the workshop content and the way it was run. There was also robust support for the Study and what it is trying to achieve.

To address some of the main concerns raised at the public events, the project team identified a potential additional defence alignment to assess further that may be more acceptable to some residents. This option, as shared with the workshop, is currently being appraised and will be shared with the community, through further engagement in the Spring.

It is extremely important to the ESCP that the community at Langstone have a chance to give their thoughts on and shape the options and it is hoped that a scheme will come forward that is acceptable to the majority of residents. As the project moves forward into detailed design the community involvement will continue with the use of more workshops, community events and ongoing engagement with those residents directly impacted by a scheme.

In the meantime, residents and stakeholders can find updates on the project and how to get involved via the ESCP website, Langstone Study project page and social medial updates.

Appendix 1

Table discussion 1 – Drivers, objectives and challenges.

Table 1

DRIVERS

- Timeline - 20yrs / 100yrs?
- SLR - 83cm adopted for the scheme - 80cm over 100yrs

Challenges

- Habitat loss/gain = location of defences / Climate change = rate of current
- Drainage or Southern Water
- Society, heritage, economic development
- Funding = value for money - Impact of new residential development on Hayling
- Protection of village into destruction
- Accessibility

Objectives

- Control flooding
- Maintain heritage & environment
- Maintain/replace social economic status of area
- Accessibility
- Mitigation against climate = environmental constraints
- Maintain/replace BGL
- Opportunities - South West? Enhancements - anti-flood working

DRIVERS

- SLR & flooding
- Future - property & impact
- Habitat loss/gain w/SLR, potential for ecological enhancements if coastal defences - *env driven*
- Road protection - all roads
- Asset protection
- Heritage = historical importance (monuments)

DRIVERS: Break-out 1 / Table 2

- Protection of road, asset, heritage
- People, environment, **Priority** ↑
- access to area (property), (assumed no threat to life currently), safety of existing defences - crumbling, stabilizing of current
- Maintain realism

OBJECTIVES:

- Protect and maintain historic environment
- Reduce risk of erosion and flooding
- Cost effective scheme
- Protection to extend to the whole village
- Something needs to be done, that doesn't negatively impact historic environment but is an engineering solution to flood/erosion risk.
- Maintain access to the sea
- Protection of bridge
- 50 yr view

Conflict ↔ **Challenges**

- heritage / environment
- Not to over-engineer/overprotect to the detriment of maintaining heritage/character
- Aesthetics - Maintain bridge

Protecting Property / Heritage

- Sustainability - Economic, social, environmental
- Sea level rise / climate change
- Protecting access to properties & infrastructure
- Access to all (ES)
- Safety
- Risk

Objectives

- Protecting properties for next 100 yrs
- Holistic approach
- Good technical solution ~~supported by~~
- Shared understanding of facts & measurement?
- Pros & cons of solutions
- Capturing benefits (not just financial)
- Incl. Heritage & natural environment & social.
- Value for money

Challenges

- Fear - ~~scope~~ + Denial
- Motivation - understanding cost etc. - attitudes.
- Dilemma of opinions
- Financial positions
- Looking at bigger picture
- Not being limited by financial resources
- Addressing value for money
- Existing processes that are limiting
- Balance of environment vs property + legislation + social.

DRIVERS

- Why has this topic even started?
- Env - attractive area - Character
- Global Warming / Climate Change
- Cottages/houses → Protection of houses + infrastructures
- Not 100% sure
- Allow time to puncture wall
- How far are going to control things?
- Find a balance + compromise

Objectives

- Control flooding
- Environ
- Heritage

Challenges

- Getting ppl to agree or compromise
- What is short term + what is long term?
- Value for £

Room discussion – Drivers, objectives and challenges.

① ROOM DISCUSSION

key Drivers

- Sea level rise - time
- Environment
- Roads
- Heritage
- Assets

key Objectives

- Maintain Environ/Heritage
- Contaminants
- Wild life
- Flood protection

key Challenges

(P) Parked
• Sea level rise predictions for different events

② ROOM DISCUSSION

key Drivers

- Protection road, heritage, access, achievable / Future affordable.
- Economy

key Objectives

- Protect + Maintain Historic
- Reduce Flooding
- Funding / cost effective
- whole village protection

key Challenges

Bridge Maintenance

(P) Parked

- sea access
- Time period
- environment
- Design to encourage tourism / quality of life
- *Amenities - preserved

③ ROOM DISCUSSION

Drivers

- Flood protection (infrastructure)
- Environment + Historic
- Climate change
- Flooding (funding?)

Objectives

- Flood control
- protect natural + historic environment
- Balance of importance - Flooding

Challenges

- * long + short term - producing different end results
- compromise - opinions
- funding constraint
- Value for Money

(P) Parked

Heritage and property

④ ROOM DISCUSSION

Drivers

- All heritage + property
- Economic sustainability
- Access / properties
- Sea level rise
- Assets
- safety and risk.

Objectives

- Protecting properties
- holistic approach
- Shared understanding
- Benefits - value for money

Challenges

- Fear of risk
- difference opinions
- funding - achieving value for money
- Balance - of everything

(P) Parked

Table discussion 2 – Holistic session looking at the whole study area.

Holistic Session

~~Definition of Langstone~~
 Definition of Langstone - West Mill to Wade Lane - all needs defending

- Preventing undermining of existing defences - any more than already
- Chances of both harbour entrances being damaged is remote
- Defending heritage in addition to flood risk
- Discussion over offshore breakwaters & mechanisms of defence approach

Objective (Discussion over South Mead - revert to Saltmarsh)

Floodly heavily environment
 Safety.

Defend all areas.
 Environment in mind.
 All road protection

1) Holding or defining the line

Table 1

Break-out Session 2 / Table 2

How to meet objectives identified in Session 1
 A holistic approach looking at the whole study area

- Property level resilience
- Protecting small groups of areas
- Protection of the road only (alongside the road)
- Construct a tunnel
- Ensure maintained for the life of the structure
- Sea-shore 'sausage'

Funding Shortfall -

- Look at ditch approaches (allotables?)
- Barrage
- ① - Breakwater
- Renewable energy
- ② - Wall
- Floodgate/Barrage

SESSION 2: WORK TOGETHER - WHOLE STUDY AREA

- Threats
- Short term aspects + what would be long term? - look into adaptive approaches
- All of Langstone - need to find the £
- How can we afford everything?
- Create a sympathetic strategy
- ② - Create something short term that can be built on/developed for future
- ① - Extent of size of what can be protected
- ③ - Using what's there now.

Room discussion – Holistic session looking at the whole study area.

⑨ ROOM DISCUSSION

Holistic Approach

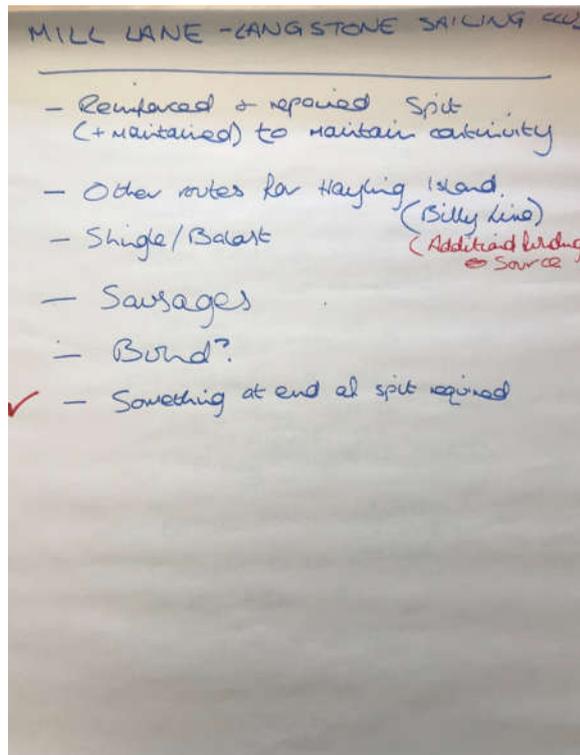
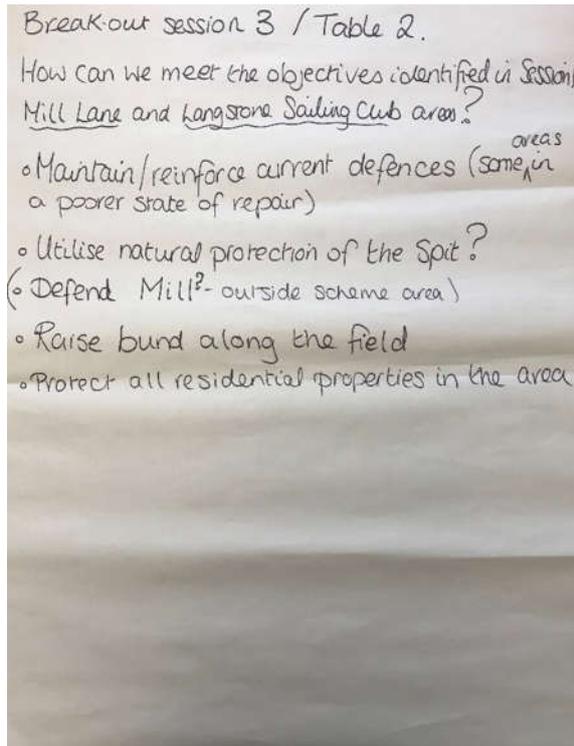
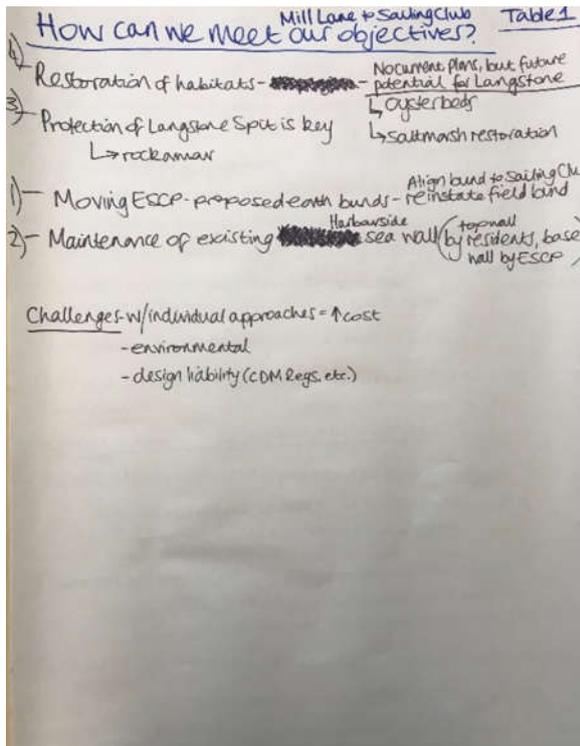
- Resilience for properties (property levels)
 - Maintenance
 - Sea Shore Savagage (offshore breakwater) → USE ENERGY (Renewable) → (P)
- Definition of Langstone - west
 - pop up? multi use
 - Floodgates + barriers
- Holding line
- Southmoor to Saltmarsh
- Wall access frontage
- Identifying area of protection → asset protection - funding opportunities
- Short term v long term - (adaptive approaches)
- Use existing buildings - resistance to flooding
- ~~Do nothing - not acceptable by root.~~
- Beach Maintenance (defences Maintenance)
- Adaptation - ^{extreme?} Move? → (P)
- Whole harbour protection (e.g. Thames barrier) → (P)

(P) Parked

Holistic Approach

- ~~Do Nothing~~
- Adaptation
 - relocation of community
 - short term - 20 years
 - long term - 50+ years
- Barrage across 3 harbours
- Local offshore breakwater (sea energy pop up) - Multi-use Renewable energy
- Maintain - existing assets / beach nourishment
- Resistance (keep water out of property)
- Resilience (recovery when water has entered property)
- Hold the line (wall across frontage)
 - ↳ Floodgates / barriers
- Southmoor - return to saltmarsh - Is this in scope?

Table discussion 3 – Mill Lane and Langstone Sailing Club areas.



Note: Table 4 did not write any notes.

Room discussion – Mill Lane and Langstone Sailing Club areas.

⑧ Room Discussion

D = detailed design

Breakout No 3 Mill Lane and LSC areas

⑨ Parked

Funding

- ✓ Embankment
- ✓ Earth bunds - edge of field (west) ✓ ✓ ✓ Shingle
- ✓ Maintenance of existing seawalls ✓ ✓ ✓ refurbishment (50 years)
- ✓ Re-enforce Protect end of spit - Rock ✓ ✓ ✓ raised (10 year tops life span)
- ? Re-enforce maintain/repair spit - embankment on west side - incl rock armour
- △ Move bunds - align to sailing club.
- △ Saltmarsh/habitat restoration (crab beds)
- ✓ All property protection. (raised path / close flow paths)
- △ Vertical rock pools - extend lifespan of wall ← Environmental enhancements

Table discussion 4 – The Ship Inn to Langstone High Street area.

The Ship to Langstone High Street Table 1

How can we meet the objectives?

- Concerns over walls belonging to properties behind them
- ⊖ Concerns over residual life of existing defences
- Views
- Difference in height of footpaths
- Boardwalk - concerns over longer-term maintenance - concerns also over heritage
- ⊖ Significant work needed to existing foundations
- Technical constraints over accessibility COM Regs - this is why boardwalk was suggested.
- Footpath width (existing 90cm-1.2m) vs 1.5m on new footpath (minimum width 0.9m)
- Challenges over environmental designations a taking of foreshore
- Defence vs accessibility in this location - heritage needs to be a key consideration
- Aesthetics of boardwalk haven't been fully decided yet
- Can wall where boardwalk is proposed be reinforced instead?
 - ↳ wall will only be as good as the weakest link - needs a holistic, engineered approach to ensure funding
- ⊖ If flint wall was maintained as is, what can be done w/ existing footpath?
 - ↳ Challenges then over COM Regs of 1.5m footpath, which would then involve taking of the foreshore or encroachment into env. designations
- ⊖ Anything detached from the foreshore would then impact upon views & heritage
- ⊖ Is there consensus for footpaths to remain? - YES
- ↳ How do we navigate that?
 - ⊗ Consensus amongst residents is to have footpaths flint wall remain with flood gates
 - ⊗ Maintain Privacy

Breakout Session 4 / Table 2

Meeting the objectives from Session 1

The Ship to Langstone High Street

- Flood gate at the Coastguard Cottages
- Protect properties where not currently protected that will withstand 50yrs.
- Refurbish existing defence, with maintenance schedule. ↳ wall
- Defence: side of pub to road, but not main part of car park. Pop-up wall in gap to car park (see photo)
- Rebuild and widen footpath
- Glass Wall in front of The Ship

SHIP TO L. HIGH ST

- Savage : community into Savage
- Cohesive Scheme
- Radical existing Bids to protect land
 - Path allowed to flood.
 - Floodgates
- Protect Ship + car Park
- Rebuild existing wall
 - + secondary wall to prevent flooding
 - + HIGHER PATH
- NEW WALLS IN PARTS
- Retain access to foreshore
 - same width or wider
- Footpath to be retained, OK to flood at high tide
- Mixed views about Boardwalk
 - aesthetic - what proposed too modern
 - poss. to increase path width + keeping walls surrounding
- Wall front face not back face?
 - ↳ Heritage

BREAKOUT 3 : MILL LANE + LANGSTONE S.C.

BREAKOUT 4 : SHIP TO LANGSTONE H.S

- No 1 wants boardwalk
- Keep as it is
- Happy w/ idea of glass wall
- Could car park be re-designed?
 - ↳ Any need for all that space?
- Retain/redesign slip rd?
- Any need for the path?
 - ↳ It is important to retain path way ✓
- Maintain/improve pathway ✓
- Widen the path?
 - ↳ to make safe for all users eg wheelchairs
 - ↳ Keep the path
 - foot path along shoreline?
 - foot path down is not a sea defence
 - HCC could say no
 - wouldn't object to boardwalk if needs be

Room discussion – The Ship Inn to Langstone High Street area.

⑨ Room Discussion

Breakout N4
- Ship Inn to Winkle Market.

- Sausage barrage
- Footpath
 - Minimal intrusion
 - Maintain? ✓
 - Improve? ✓
 - Make wider? ✓
 - boardwalk - within integrity - aesthetics - the look
 - use existing walls as flood defence.
- ✓ retain access to ship inn + car park
 - ↳ raise into + glass wall
 - slipway
- ✓ Ship car park - flood gate ✓
 - minimal /
- ✓ ship inn - glass wall
 - New wall / - car park (scope) car park smaller.
 - Boardwalk - improved accessibility - aesthetics - funding availability.
 - ↳ Value for Money
 - Wall / path considered part of Langstone Heritage.

① Parked

Existing wall/path has current residual 5-10 year life span (unreliable)

② P

Explored by an independent body. ESCP gone as far as they can with investigating this. Govt invest any more public funds on this.

③ P

can it be re investigated (wall structure)

Table discussion 4 – Langstone High Street, The Royal Oak and the Old Mill areas.

Royal Oak, Langstone High Street or the Old Mill. Table 1

How can we meet the objectives?

- Concerns over no direct access w/ 1.2m wall at Royal Oak - ^{health & safety} wall height too
- ② Proposed flood gate along end of Langstone High Street - could be popup
- ① Proposed reinforcement of Royal Oak wall to minimise erosion, but accept current & future flood risk - not complete agreement w/ mill
- Royal Oak wall - if very carefully visually/aesthetically designed to be in-keeping w/ existing area, it could be less of a deviation ^{not complete agreement w/ mill}
- ~~Old Mill~~ Old Mill - would be happy w/ an earth bund, but concerns over accessibility of flood gate - would need rear access instead, or accept tidal access only (as is currently).
- Need to be mindful of utilities under High Street
- ② build resilience - PLP? - ^{Potential for Property Level Protection}

Question raised over building a front line defence, but dropping section/using glass to maintain views - or de-mountable sections

Breakout Session 5 / Table 2

How can we meet the objectives of Session 1 - The Royal Oak, Langstone High Street and the Old Mill frontages

- Floodgate end of High St.
- Property flood barriers
 - ↳ Property level resilience
- Bund

ROYAL OAK / L. HIGH ST / OLD MILL

- BUNDS / NON-RETURN VALVES SORTED
- MAINTAIN ACCESS FOR RESIDENTS + PUB + WATERSIDE AT ALL TIMES.
- ① - PROTECTION FOR COTTAGES, ROYAL OAK +
- WALL
- COHERENT APPROACH / CONTINUITY. SHIP TO P. OAK + bayard
- ② ③ - SUFFICIENT WALL + GLASS PANELS ON TOP ^{TO COVER FLOOD RISK}
- 2a - FLOODGATE
- 2b - BUND TO TIE INTO HIGHER GROUND WALL - STABILIZE FOUNDATIONS.

BREAKOUT 5

- PRIORITIES - FOOTPATH = Realistic option ^{↳ consider wall options}
- Risk of not getting in or out of property/pub
- Options:
 - flood line
 - flood gates

Room discussion – Langstone High Street, The Royal Oak and the Old Mill areas.

⑩ Room Discussion

Breakout N°5
Royal Oak, Langstone High Street + Old Mill areas

Ⓟ
Parked

- Reinforce R.O. wall
- Accept flooding - Resilience
- Resistance
- Flood gate ✓ - foreshore / high st
- earth bund ← emergency access
- The Old Mill → Resilience - tie into high ground
- wall in front? (hand rail) or bund at back. 50/50
↳ aesthetically pleasing. - Quay need reinforcing
tie into higher ground.
- Needs Holistic view / design - continuity all frontage
- Use of Royal Oak Walls
- longer flood gates (encroaching on environment)
- Flood risk wall - glass topped.
- No water back up through properties + High St.

Table maps

