

Langstone Stakeholder Working Group (5) Monday 4th July 2022

During the Breakout Session there were six short activities for Langstone Stakeholder Working Group attendees to work through in a workbook. The workbook was supported by some information sheets on each table, which are also included at the end of this summary report.

The activities aimed to discuss and invite informal feedback on the following topics:

- **Materials**
- **Flood Gates**
- **Handrails**
- **Landscaping Opportunities**
- **An Alternative Alignment for Frontage 4 (Green Cottage to Winklemarket)**
- **Any Questions**

The activity guidance suggested that each topic should take no more than 10 minutes to complete. Stakeholders were asked to fill out this form on behalf of the Key Stakeholders that they represented and hand it in to the table facilitator at the end of the breakout session.

This summary collates the feedback submitted. Note that whilst 16 stakeholders attended the meeting, some did not answer every question. The number of responses is indicated in brackets, e.g. (x5), followed by any other detail provided.

This summary of responses will be circulated with members and will be available publicly on the Langstone FCERM Scheme project webpages.

This summary has also been shared with the designer AECOM who will consider the feedback during their refinement of the design to the 80% milestone and a response will be prepared which tracks where feedback has been incorporated into the design proposals.

We will also seek formal feedback from Statutory Consultees to inform any proposals for materials for each frontage and present these at the 80% design milestone.

There will be another opportunity to provide feedback at the 80% design milestone later in 2022 (at the 6th Langstone Stakeholder Working Group, and at Public Exhibition).

SUMMARY OF RESPONSES – BREAKOUT SESSION

MATERIALS

1. Have a look at the ‘Existing Materials’ sheet to prompt a discussion around the following questions:

- Which existing materials do you prefer? Why?

- Brick (x11) - has more character, allows ecology to grow, Flemish bond, old style worn brickwork, red brick, old red brick, weathered and covered in lichen/algae
- Masonry (x9) – at Royal Oak, stone masonry, adds character and ecological diversity
- Flint (x7) - between the Ship Inn and Winklemarket
- Natural Stone (x1) - Limestone
- Concrete (x1) – at Harbourside
- Wood (x1)

- Which existing materials do you not prefer? Why?

- Concrete (x8) - hard for ecology to grow on, is an eyesore, heritage reasons, lack of ecological enhancement, and things don't live on concrete smooth surfaces, lacks character, smooth concrete is ecologically sparse
- Blockwork (x5) – crude
- Tarmac (x3)
- Brick (x1)
- Coloured paintwork (x1)
- Glass (x1) - heritage reasons
- Masonry (x1) - heritage reasons
- Steel (x1) - heritage reasons

- Which of these materials would you say are a feature of Langstone's heritage and landscape?

- Brick (x9) – red brick, old brick
- Masonry (x7) – Old stones, stones, at the Ship, walls and paving
- Flint (x7) - At the Winklemarket
- Black/white paintwork (x1)
- Timber (x1)
- Limestone (x1)

- When proposing materials, are there any principles that should be followed, for example, replacing like with like?

- Like for like (x6), except blockwork at the Ship Inn
- Brickwork bond, mortar and materials to match, not block flint
- Show materials on a map
- No coloured paint – black or white

- Use local craftspeople, traditional methods where appropriate
- Aspire to replicate existing collection of materials

2. Have a look at the **'New Materials'** sheet to prompt a discussion around the following questions:

- Which new materials do you prefer? Why?

- Brick with maybe a face of flint every now and then
- Like for like, except at the Ship Inn
- Flint, brick, stone
- Brick, flint, stone, glass only by the (Royal Oak) pub
- Old style, worn brickwork and/or masonry
- Brick, flint (like for like but for a new wall olde English, not engineering)
- White flint is best, any flint will do, brick. Heritage blend or olde English
- Flint, Masonry – due to heritage
- Glass panels round the [Royal Oak] Pub
- Masonry and flint, opportunities for ecological enhancement and growth of microfaunal communities
- Brick with varying shades
- Permeable surface for car park?

- Which new materials do you not prefer? Why?

- Concrete (x9) - unless used to reinforce, cheap concrete
- Blockwork (x1) – cheap blockwork
- Tarmac (x1)
- Glass (x2) - anywhere other than Royal Oak, not in keeping
- Coloured paintwork (x1)
- Brick (x1) – one tone brick

- Which of these materials would you say would be complimentary to Langstone's heritage features and landscape?

- Flint (x5)
- Brick (x4)
- Masonry/Stone (x4) - the mix is key
- Black/white paintwork (x1)
- Timber (x1)
- Limestone (x1)
- Glass (x1) in front of Royal Oak
- Mortar and flint panels
- Not all brick (upper and lower sections) or long sweeps of continuous materials – could be broken up with colour/ material – look at brick, lichen makes top look lighter.

FLOOD GATES

3. Have a look at the '**Flood Gates**' sheets to prompt a discussion around the following questions:

- Do you prefer the timber cladding look or no cladding (just the original gate)?

- Cladding – timber (x11) - light oak version, darker timber, durable timber
- Glass top (x2)
- No Cladding (x0) –plain steel wouldn't suit Langstone

HANDRAILS

4. Have a look at the '**Handrails**' sheets to prompt a discussion around the following questions:

- For frontage 3&4, do you understand why the design features handrails?

YES – (x12)

- But are they absolutely necessary?
- Health and Safety (x2)
- Width of path is more important, and at present you don't know where the edge of the path is if it floods (which it will continue to do)
- Some areas the drop off is quite high at present

NO – (x1)

- What about future liabilities?
- Visual Impact
- Bikes being attached/ Children Climbing

- Are there any adaptations to handrails that you feel are necessary?

- Gaps with a step down especially on the longer sections
- Bolts that don't rust
- If needed then a traditional style
- I would prefer no handrails as is today
- Access to shore from path
- Old style (traditional) in black
- Wooden, not metal
- Heritage design
- Steps down onto the foreshore, improved/retaining current pathways for kayaking
- Limited gaps otherwise long stretches without a place to escape (or make it so you can escape easily through railings)
- Will children be able to climb on handrails?
- What about mooring up to posts?

- Gaps so you can access the beach next to the green

- What materials do you prefer for handrails?

- Metal (x4) - Classic looking metal, no colour (black only), no shiny metals, Black coated steel
- Older suits Langstone more
- Upright 'straight' old look
- As shown is fine, curved [is] better, not glass (alternative option for frontage 4)
- Traditional
- Post and chain or post and rope
- Wood (x2)

LANDSCAPING

5. Have a look at the '**Landscaping**' sheets to prompt a discussion around the following questions:

- Are there any landscaping opportunities that you think should be explored?

- Seating areas with bins next to them, ensuring that not obstructing path access
- Lighting
- Wild planting on Billy Line
- Enhanced surfaces (Parking at Ship, Billy Line). Informal appearance
- Not much opportunity
- Benches on the Billy Line
- Seating but not outside residences, signposts to footpaths
- Bee posts, biodiversity planting, cycle stands, grass, as few signs as possible
- All would be good but not as vital as base scheme
- Wildflower embankments, bee posts, textured walls, 3D printed rock pools affixed to sea wall
- Green corridor along Billy Line, link into biodiversity net gain
- Traditional looking sign posts/finger posts
- Idyllic landscape enhancements
- Cycling parking provision – more especially where paths better on Billy Line into car park at Ship Inn
- Keep Royal Oak seats elevated so they can see over wall
- Appropriate lighting (no light pollution) along footpath to make it safer at night, warm light (not bright white/ navigational issue) perhaps lanterns/old style lighting
- Improved signage at view points – work with CHC and LHB, and Bird Aware Solent to update existing information/signage

- Signage to notify visitors of flood risk to path
- Tree canopy above Billy Line
- SF4 – keep ability to sit on wall edge?
- Built in seating
- Sympathetic to local environment
- Bike facilities at the Ship Inn – space to do more

- Are there any landscaping opportunities which you think are not appropriate for Langstone?

- Cycle Racks
- Further tarmac / concrete
- No
- Trees / soften the quay
- No tarmac
- Landscaping along Billy Line
- Don't block access
- Avoid narrow pathways

FRONTAGE 4

6. Have a look at the '**Alternative Proposal for Frontage 4**' sheets to prompt a discussion around the following questions:

- Do you understand why an alternative seaward alignment of the wall has been proposed for Frontage 4?

- Yes (x10)
- No (x1)

- Do you prefer the alternative seaward alignment? Why?

No – (x8)

- New higher wall may ruin the view of the coast front and have the feeling of being trapped
- Prefer the railing solution and not the solid wall
- Disagree, flood wall on inner edge of path far more preferable, outer edge would have an adverse impact on overall scheme and create 'tunnel' for footpath
- It is better with current idea of back wall
- No, I think an extended height sea wall disturbs the continuity of the scheme and doesn't fit in with the existing character of Langstone
- Will look and feel like an alleyway. What about dogs – they can't escape to the foreshore, will look untidy and smell if dogs can't escape. Existing solution is suitable (rear wall).

- Wind tunnel effect, Loss of foreshore access
- Drainage through wall, rain water ponding behind during flood?
- Kids walking along top of wall?
- Who will pick up trapped litter?

Yes – (x3)

- Yes, if the footpath and wall went round the seaward side of 'The Green' it would be wide enough to allow double buggies and wheelchairs to pass which they cannot at present due to new fences possibly due to positioning of the fence posts.
- Footpath looks better
- Could be flint upper wall and brick lower
- Could it go all the way to the Ship Inn?

Other- (x1)

- Need to see revised detailed design for the alternative seaward alignment before commenting. Needs different materials to match existing.

ANY QUESTIONS?

7. Do you have any outstanding questions or comments that have not been answered today?

Question

How will these proposals affect the England Coast Path (ECP) proposals from Natural England?

Answer

We will work with Hampshire County Council and Natural England to determine any impact on Public Right of Way including the England Coast Path proposals. Over the longer term the access around the scheme will be improved and more accessible.

Question

How will flood gates be inspected and maintained? Will they get blocked by flotsam (which is a problem at bottom of High Street).

Answer

Routine inspections will be undertaken by engineers at Coastal Partners at a frequency to be determined. Following an inspection, any maintenance

requirements identified will be actioned accordingly. Operation and Maintenance requirements will be identified as an output of the Detailed Design, based on the design of the gates.

Question

What is the wall outside No.21 Langstone High Street made of? Concrete?

Answer

The 50% design is for a reinforced concrete wall to the required design level with a fence installed on top to match the current fence height. Material for the fence to be determined.

Question

When the gate is 'open' at bottom of the High Street can there be a secondary barrier (like existing) to stop vehicles driving on foreshore?

Answer

The scheme does not intend on removing any existing barriers, where these are present they will remain in place.

Question

Is Chichester Harbour Conservancy a Statutory Consultee for the Area of Outstanding Natural Beauty (AONB)?

Answer

Yes.

Question

Need to quantify how often (occasions/ days per year) gates need to be closed, what the trigger for closure is and who is responsible?

Answer

Operational procedures for the operation of flood gates will be prepared once the design is complete. We will share experiences from other local sites, and work with HBC and the community to establish a plan.

Question

What is emergency access plan for when flood gates are closed?

Answer

Operational procedures for the operation of flood gates will be prepared once the design is complete. The inclusion of a new wall in the design around the Royal Oak would enable better emergency access during a flood (currently not possible at high tide). There is no change to vehicular access during a flood as vehicles wouldn't be able to access/egress during flood at present.

Question

What about the collapsed wall east of Old Langstone? What is Hampshire County Council's role in maintaining footpaths?

Answer

Hampshire County Council have a responsibility for maintaining the surface of the footpath only. They have powers to make orders to divert or close a footpath if it becomes unsafe or constitutes a health and safety hazard. Further information is available here: <https://coastalpartners.org.uk/news/damaged-defences-langstone-to-wade-lane/>

Question

A couple of frontages included steps. How is disability access being addressed in the project?

Answer

The scheme is aiming to improve access over the entire frontage length. For example, along Frontage 4 the scheme aspires to increase the width of the footpath to a minimum of 1.5m, following guidance issued by the Department for Transport. We are also seeking to improve the access as the Ship by replacement of the steps if achievable. The design of the scheme does not limit access to any part of the frontage. Access will remain as is at present or it will be improved for all frontages.

Question

- Where glass is included in design, what will it look like?
- If flood gates are glass topped, what proportion is glass/ steel gate? Is glass durable and does it need to be on both 'wings' of the gate?

Answer

We are currently seeking further detail from suppliers to support the design and will present outcomes when available and will learn from other local schemes which have used flood glass within the design.

Comments

- Provision of glass top for wall on Royal Oak Quay is essential for those residents and also for visitors to the Royal Oak
- Glass top of sea wall at Royal Oak is vital
- Don't want to encourage resting drinks on any structures including the glass!
- Check repairs to frontage 4 – 'not in right place?'
- Opportunities for ecological enhancement need to be fully explored
- Options for shingle recharge along Mill Lane to encourage potential saltmarsh extension (breached wall at Southmoor) or creation to protect the deteriorating sea wall

Breakout Sessions



Coastal Partners

6x

10 MINUTE
SESSIONS

Materials

Floodgates

Handrails

Landscaping

Frontage 4

Questions
Hub

Existing Materials



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Flint



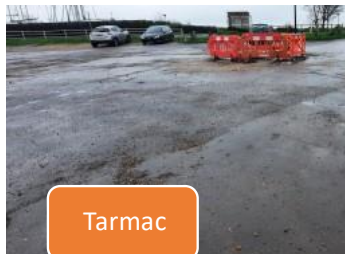
Brick



Concrete



Tarmac



Footpath
Surfacing



Blockwork



Timber

Masonry



New Materials



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Concrete



Flood Glass



Timber



Ecological Enhancement



Flint



Steel



Brick



Masonry



Flood Gates

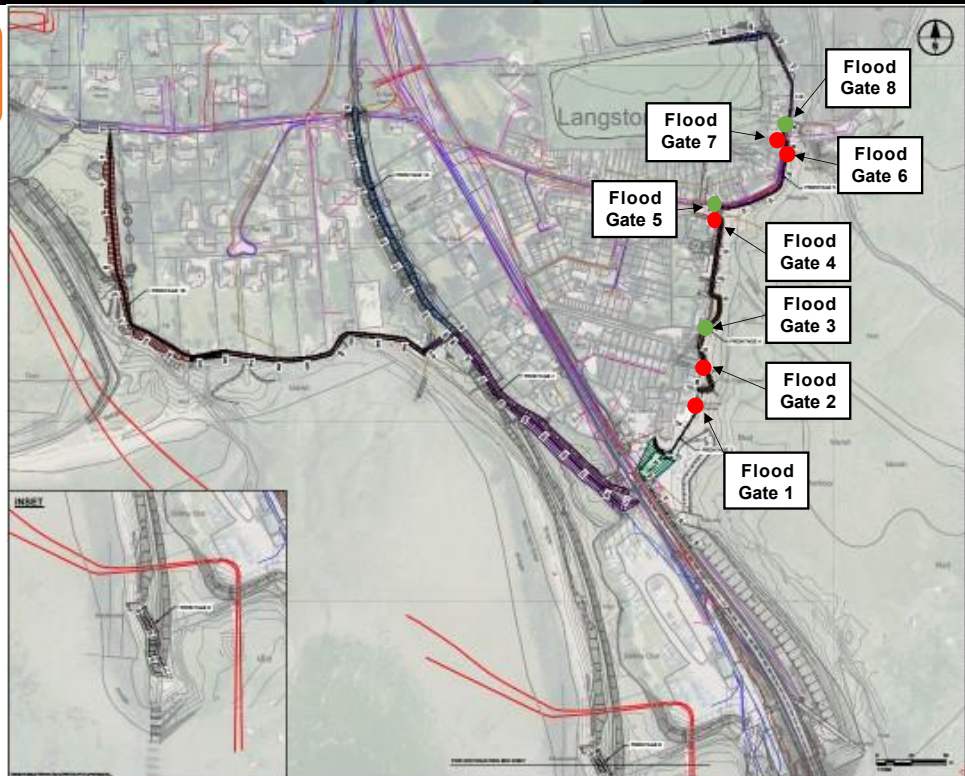
10 MINUTE SESSIONS



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There are 5 Pedestrian Gates and 3 Vehicle Gates

- Vehicle Flood Gate
- Pedestrian Flood Gate



Flood Gates

10 MINUTE SESSIONS



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Feedback is invited on **Cladding for Flood Gates** :

There are 5 Pedestrian Gates and 3 Vehicle Gates



East Street: Timber Clad Swing Gate, demountable road posts



Point Slipway: Adding additional boards

Lift Hinge Vehicle Gate, Exmouth
Flood Control International



Some Examples....

Lift Hinge Pedestrian Gate, Exmouth
Flood Control International



Flood glass prototype,
Flood Control International

Cladding is on the side visible when the gate is in its open position.

Do you prefer the timber cladding look or no cladding (just the original gate)

Handrails

10 MINUTE SESSIONS



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FRONTAGE 3 and 4



Handrails

10 MINUTE SESSIONS



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FRONTAGE 3 and 4



Why are handrails part of the design?

- Handrails are a requirement along the length of Frontage 4. This is because there is a significant drop (greater than 60cm) from the quay wall to the foreshore at low tide.
- Handrails required to be 1.1m tall above the footpath.
- This is in accordance with Building Regulations



Artistic impressions



Landscaping

10 MINUTE SESSIONS



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Feedback Invited on Potential Landscaping Opportunities:

- Seating
- Path/Cycleway finishes
- Car Park surfacing finishes
- Cycle stands
- Street Furniture and Signage
- Coastal planting
- Biodiversity enhancements
- Bee posts

ALL FRONTAGES



Some Examples....



Preferred Materials?

Other Ideas?

Frontage 4 - Alternative Seaward Alignment (Green Cottage- Winklemarket)



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Realign and construct the flood wall along the seaward edge, incorporating footpath requirements (1.5m wide). No diversion of footpath around The Green at Green Cottage.

History

Seaward wall (crest raising) was appraised in the *Short List Options* where it scored poorly in the multivariate analysis due to perceived reception from the public and impact on landscape

Pro's

- Reduces foreshore encroachment along the frontage
- Removes requirement to divert footpath around the Green
- Heritage walls remain fully visible, preserving the existing patina
- Resolves design challenges around the Winklemarket (Window & Internal Walls)
- Removes requirement for the pedestrian floodgate adjacent to the Winklemarket
- Reduces visual disturbance to birds on the foreshore from both dogs and people
- Enables access along the footpath during high tide events

Con's

- Perceived reception from the public/ landowners
- Landscape aesthetics
- 'Tunnelling' of the footpath
- Disconnection from the foreshore

Statutory Consultees

- Natural England - Designations
- Conservation Officer- Heritage
- LPA - Visual/ Landscape



Frontage 4 – Alternative Proposal



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Artistic impression

Seaward Alignment



Artistic impression

