

Hayling Island Funding and Implementation Strategy

Funding and Broader Outcomes Strategy

September 2019



working together - protecting our coastline

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Contents

1	Introduction	5
2	Background	6
2.1	How is flood and coastal erosion risk management funded in the UK?	6
2.2	What is considered as a contribution?	6
2.3	What are broader outcomes?	7
3	Aims and Objectives.....	9
3.1	Aim	9
3.2	Objectives.....	9
4	Methodology.....	10
4.1	Stage 1: Assess and Analyse Partnership Funding Opportunities.....	10
4.2	Stage 2: Prioritise and Plan Partnership Funding Strategy	11
5	Funding Sources	14
5.1	Stage 1: Assess and Analyse Partnership Funding Opportunities.....	14
5.2	Stage 2: Prioritise and Plan Partnership Funding Strategy	16
6	Beneficiaries.....	23
6.1	Direct beneficiaries	23
6.2	Indirect beneficiaries.....	25
6.3	Prioritisation of beneficiaries	25
7	Broader Outcomes	27
8	Business, Regeneration and Growth.....	28
8.1	Havant Borough Council Local Plan 2036	28
8.2	Broader Outcomes Opportunities.....	32
8.3	Business, Regeneration and Growth Opportunities by ODU.....	39
9	Health and Wellbeing.....	41
9.1	Havant Borough Council Local Plan 2036	41
9.2	Broader Outcomes Opportunities.....	42
9.3	Health and Wellbeing Opportunities by ODU.....	43
10	Recreation, Amenity and Tourism	45
10.1	Havant Borough Council Local Plan 2036	45
10.2	Recreation, amenity and tourism on Hayling Island.....	47
10.3	Recreation, Amenity and Tourism Opportunities.....	50
10.4	Recreation, Amenity and Tourism Opportunities by ODU.....	55
11	Environment.....	57

11.1	Key Environmental Assets.....	57
11.2	Havant Borough Council Local Plan 2036	62
11.3	Environmental Broader Outcome Opportunities	64
11.4	Environment Opportunities by ODU.....	74
12	Heritage.....	75
12.1	Key Heritage Assets.....	75
12.2	Havant Borough Council Local Plan 2036	79
12.3	Broader Outcome Heritage Opportunities	79
12.4	Heritage Opportunities by ODU.....	82
13	Summary	83
14	Next Steps	88

1 Introduction

The Eastern Solent Coastal Partnership (ESCP) on behalf of Havant Borough Council (HBC) are delivering the Hayling Island Funding and Implementation Strategy (HIFIS) as Part 1 of a future Flood and Coastal Erosion Risk Management (FCERM) Strategy for the coastal frontage of Hayling Island. As part of this, the ESCP have undertaken a Funding and Broader Outcomes Strategy to further understand the key stakeholders, potential FCERM scheme beneficiaries, different potential funding sources and wider broader outcome opportunities.

The Draft National FCERM Strategy¹, developed by the Environment Agency, recommends that funding from new sources should be sought to invest in new coastal flood and erosion schemes through ‘Strategic Objective 1.5: Between now and 2030 risk management authorities will use funding and financing from new sources to invest in making the nation resilient to flooding and coastal change.’

Consideration therefore, needs to be made as to ‘who pays’ and the balance of payments from beneficiaries to a scheme versus the public purse. This approach to funding works by encouraging beneficiaries, such as people, businesses and infrastructure providers to contribute to the cost of a scheme.

Government investment in coastal flood and erosion schemes is primarily focused on protecting existing homes, however, these projects can also result in broader outcomes in the form of wider benefits such as environmental enhancement, public realm improvements and accelerating regeneration. There is a real opportunity that these will enable additional partner funding opportunities and alternative funding streams.

This report therefore provides a means to facilitate this process by identifying the beneficiaries of coastal flood and erosion risk management on Hayling Island, by looking at alternative sources of funding and by investigating, signposting and exploring potential broader outcome opportunities.

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¹ https://consult.environment-agency.gov.uk/fcrm/national-strategy-public/user_uploads/fcrm-strategy-draft-final-1-may-v0.13-as-accessible-as-possible.pdf

2 Background

2.1 How is flood and coastal erosion risk management funded in the UK?

In the past, flood defence projects were largely funded from a national budget. Funding for coastal management schemes was allocated on an 'all or nothing' basis. In May 2011 the Government announced changes to the system to encourage more local contributions to flood defence schemes.

Termed 'Flood and Coastal Resilience Partnership Funding' or 'Partnership Funding', public money is made available to part fund projects while any shortfall in funding is made up by other parties with a vested interest in seeing the project go ahead. The levels of funding made available by the government through Flood and Coastal Erosion Risk Management Grant-in-Aid (FCERM GiA) are based on the economic, social and environmental benefits (Outcome measures) that the project will deliver.

Partnership Funding is therefore an effective way of making the FCERM GiA go further. It is good news for schemes within Havant Borough, as under the previous 'all or nothing' scenario, those projects with less chance of attracting grant funding would have been unlikely to go ahead. Now, with the Partnership Funding mechanism in place, if sufficient contributions can be attracted, any project could proceed so long as it is economically, socially and environmentally viable. There is also the opportunity for Partnership Funding to enable delivery of higher standard of Protection (SoP) schemes, which would otherwise only deliver grant funding eligible SoP's. An FCERM Strategy for Hayling Island, once approved and adopted, will also support the business case for these projects.

Further guidance on the Partnership Funding approach and case studies of how it has been applied is available from the Environment Agency² and Defra³.

2.2 What is considered as a contribution?

Although the definition of a contribution could be very broad, the ESCP consider it to be anything which may reduce the funding requirement from central Grant-in-Aid for the delivery of 'flood and erosion risk reduction' and/or 'environmental enhancement' activities. This could include:

- a financial contribution
- cost savings
- delivery of work 'in kind'
- Letter of support
- commitment towards maintenance and operation
- donation of intellectual property (such as data, reports or photographs)
- permission through access arrangements to use land or a gift of land
- funding of expenses
- a committed sum to fund future costs
- an agreement not to seek or waive compensation for disruption caused by the construction or maintenance of a scheme

Contributors are likely to be those who benefit the most from a project. Private partners should be encouraged to contribute in proportion to the benefits that they will receive. This will help further reduce the funding required from local public sector sources.

² <https://www.gov.uk/government/publications/flood-and-coastal-resilience-partnership-funding-an-introductory-guide>

³ Defra (2012) Partnership Funding and Collaborative Delivery of Local Flood Risk Management: A Practical Resource for LLFAs e-learning guide.

2.3 What are broader outcomes?

Broader outcomes describe the wider benefits which can be delivered alongside standard FCERM schemes, which are normally considered over and above the core objective of the scheme⁴.

While FCERM will always be the starting driver for change, it is only part of the make-up of a 'place'. Delivering beyond the narrow lens of FCERM could provide significant benefits for wider society. Wider benefits and broader outcomes should be about starting with 'place', identifying the opportunities and issues identified at that particular 'place' and then planning for its development for the overall benefits of society – place shaping.

The 'broader outcomes' approach recognises that there are many other opportunities to support and facilitate wider benefits in addition to coastal flood and erosion risk management alone (shown below in Figure 2-1). For example, a new coastal defence to manage flood risk in an area can be as simple as a sea wall. Whilst such a defence will serve its purpose, with some joined up thinking there may be opportunities to build maintenance free 'passive' defences such as raising land through redevelopment and landscaping. Such a scheme could provide multiple benefits in addition to serving as a flood defence. This could include regeneration, reducing visual impact, improving access to the coast and enhancing amenity.

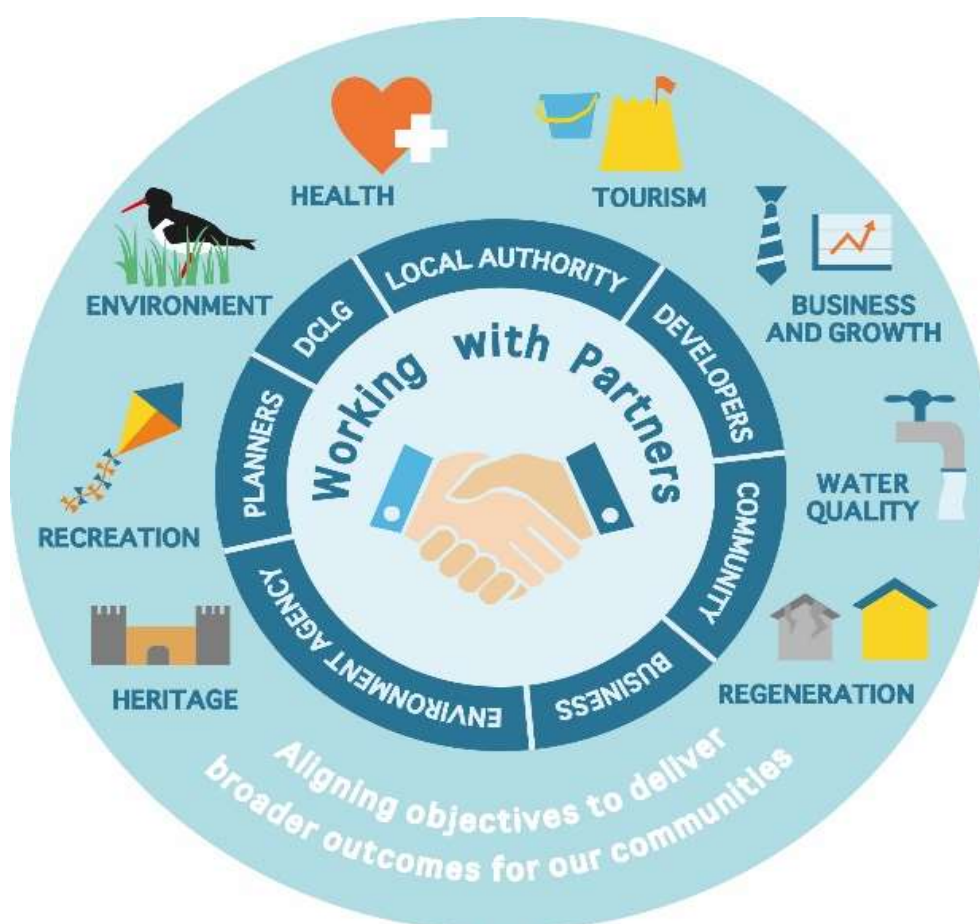


Figure 2-1 Types of broader outcomes we can deliver through FCERM

⁴ Stratton (2019) Broader Outcomes & Place Shaping – Delivering More Through Effective Partnerships. ICE Conference Paper presented at La Rochelle September 2019.

The Draft 2019 National FCERM Strategy⁵ positively recognises the need to think more broadly about FCERM projects and what they can deliver; an approach the ESCP have been embracing since 2012 so that opportunities for regeneration, tourism and recreation, social mobility, environmental enhancement, public health improvements and so forth are integral to, and not just a by-product of, the FCERM process.

Coastal areas face a range of challenges, however, they should be celebrated and recognised as places that provide top quality environments for both residents and tourists.

The House of Lords Select Committee on Regenerating Seaside Towns and Communities, concluded in their report on the future of seaside towns (2019)⁶ that, the restoration and enhancement of the public realm through capital investment is of paramount importance in supporting the wider economy in seaside towns.

⁵ https://consult.environment-agency.gov.uk/fcrm/national-strategy-public/user_uploads/fcrm-strategy-draft-final-1-may-v0.13-as-accessible-as-possible.pdf

⁶ <https://publications.parliament.uk/pa/ld201719/ldselect/ldseaside/320/320.pdf>

3 Aims and Objectives

3.1 Aim

The aim of this Funding and Broader Outcomes Strategy document is to

- a) identify potential beneficiaries, contributors and funding sources to facilitate future FCERM on Hayling Island; and
- b) explore and present the broader outcome opportunities along the Hayling Island coastal frontage which can be enabled by future FCERM schemes.

3.2 Objectives

The key objectives of this report are to:

- Identify a wide range of potential funding sources
- Identify potential direct and indirect beneficiaries
- Prioritise direct beneficiaries for engagement during Strategy development and appraisal of options
- Develop a funding implementation plan
- Explore broader outcome and place shaping opportunities
- Identify potential project partners for engagement

4 Methodology

It is very likely that future schemes around Hayling Island will need to rely on funding from a number of sources in addition to FCERM GiA funding. Therefore, partnership funding will be key to the development of future FCERM schemes / measures on Hayling Island. In order to make Partnership Funding work, potential contributors must be identified, engaged with, and the benefits of contributing explained to them. To facilitate this work stream effectively, development of a funding strategy will include setting out timescales and potential funding sources, involving four clear stages, as detailed overleaf in Figure 4-1. For the purpose of the current funding strategy, stage 4, negotiations and contracts will not be considered during the FCERM Strategy development. It will form part of any future scheme development during the appraisal, outline design and detailed design stages.

Stage 1 'Assess and Analyse Partnership Funding Opportunities' and Stage 2 'Prioritise and Plan Partnership Funding Strategy' have been completed as part of the Hayling Island Funding and Implementation Strategy (HIFIS). It is envisaged that Stage 3 'Implement and engage' will be developed during the development of a full FCERM Strategy for the island. By looking beyond FCERM GiA a future funding strategy for Hayling Island could therefore be tailored to take into account other benefits to the community that are supplementary to coastal protection.

Broader Outcomes have been explored, including environmental, heritage, regeneration, tourism, place making, recreation, amenity and coastal access opportunities.

4.1 Stage 1: Assess and Analyse Partnership Funding Opportunities

Identify sources of funding

All possible funding sources (local, regional and national) were collated and reviewed in relation to identifying those relevant to the development of future FCERM schemes on Hayling Island, using the ESCP developed Partnership Funding Sources Tool (PFST).

Identify direct beneficiaries

Direct beneficiaries are defined as those businesses and organisations that would directly benefit from an FCERM scheme on Hayling Island, i.e. they are located within a flood or erosion risk area. A project stakeholder mapping workshop, held on 4th February 2019, identified an initial list of potential direct scheme beneficiaries around the island.

The resulting database of beneficiaries was confirmed, categorised using the Early Assessment Screening Tool (EAST) to initially assess partners with whom to work with to seek contributions, and mapped spatially by option development unit (ODU).

Identify indirect beneficiaries

Indirect beneficiaries are those businesses and organisations located on Hayling Island, but not within a flood risk area or are located off of the island, but who would be indirectly impacted by a flood event on the island, i.e. a flood event would cause disruption to their business in some way.

The process of identifying potential indirect beneficiaries involved the following steps:

1. Identify and broaden the search area

- Think broadly from a business perspective, extend the search area to include the whole of the island, not just in the flood or erosion risk areas, as well as key businesses and organisations located near to the island.
- Consider whether flooding on Hayling Island would impact the business in some way i.e. main road access for supply chain / customers / staff.
- 2. Search the sectors
 - Think about different business sectors and their relationship with Hayling Island to identify businesses.
 - Use corporate knowledge to gather further information i.e. planning, regeneration.
- 3. Use the internet
 - Use online mapping to identify businesses.
 - Use the internet to gather initial business data, including rateable value to indicate the size of the business.
 - Search for company reports, policies, accounts etc.
- 4. Develop individual proforma
 - Gather and record key information

4.2 Stage 2: Prioritise and Plan Partnership Funding Strategy

Prioritise and create a shortlist of potential contributors

Using the ESCP PFST and Early Assessment Screening Tool (EAST), a prioritised shortlist of potential contributors around the entirety of Hayling Island was identified, by taking into consideration:

- Perceived benefit to the beneficiary
- Likelihood of positive response
- The benefits assessments
- Potential contribution types (financial, payment in kind, letter of support, other)
- Contribution risk

Prioritisation of beneficiaries

During the development of the strategy we are keen to meet with as many partners and stakeholders as possible. However, it is necessary to be realistic, acknowledging that we will not be able to meet in person with every organisation and partner that might have an interest in Hayling Island's coastline.

Through the EAST, we have tailored our approach by prioritising our collaboration work through set criteria. The tool considers the perceived benefit / outcome to the beneficiary through several factors; risk reduction, direct financial return, economic growth, environmental outcome, historic outcome, social outcome. A score is then given against the likelihood of partnering and value to future FCERM schemes which produces an overall priority score of engagement.

Explore broader outcomes and wider benefits

Despite the increased risks faced along the ESCP coastline, there is extensive opportunity for improvements above and beyond the remit of FCERM schemes. The enhancement of the public realm will help transform the seafront, connecting important sites and improve access around the island, creating an accessible place for all to come together to socialise, relax and immerse in nature. It will create a hub for health and wellbeing, experiencing the landscape through activity such as; walking, cycling, watersports and the interaction with the sea.

Opportunities will provide a positive contribution to the visitor economy and help deliver a vision for regeneration and a positive future for leisure and tourism. It can often take a number of years to establish networks, identify opportunities and secure funding.

Broader outcomes and opportunities for wider benefits that could be delivered alongside standard FCERM schemes on Hayling Island were explored. Broader outcomes research explored both place shaping (strategic) and place making (local) opportunities within the following areas:

- Business, regeneration and growth
- Recreation, amenity and tourism
- Health and wellbeing
- Environmental enhancement
- Heritage

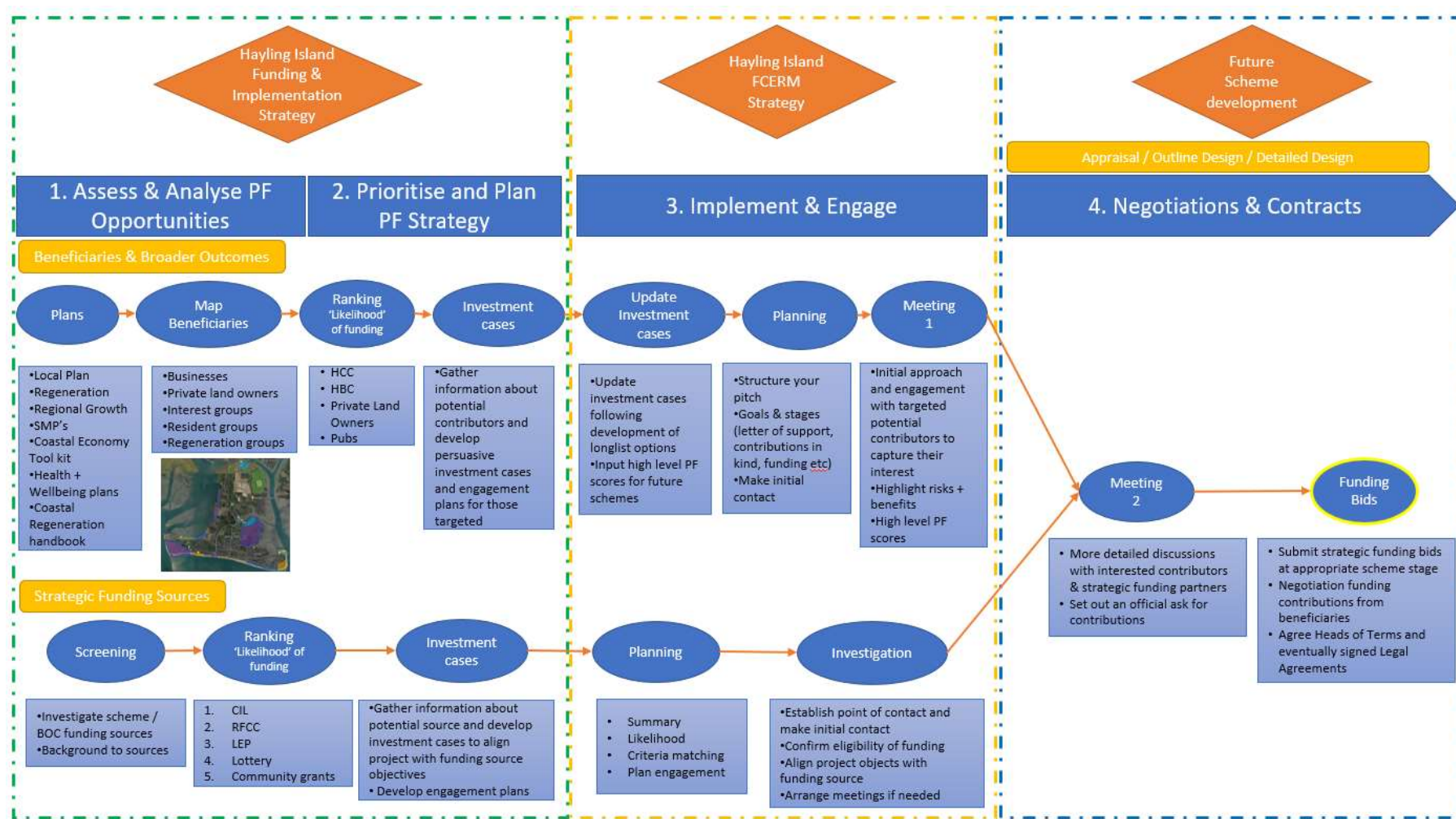


Figure 4-1: Hayling Island Strategy Funding and Broader Outcomes flow diagram

4 5 Funding Sources

5 5.1 Stage 1: Assess and Analyse Partnership Funding Opportunities

5.1.1 Identify sources of funding

The PFST comprises an extensive list of potential funding sources, not just linked to beneficiaries. Over 60 different funding sources are included ranging from government, charity, community, Local Authority, heritage, economic growth and environment specific grants. The suitability of a project's potential outcome is assessed against the criteria stipulated for each funding source. Figure 5.1 overleaf shows a screen shot of the PFST.

<div>  <div> <div>EASTERN SOLENT</div> <div>COASTAL PARTNERSHIP</div> </div> </div> <div>Hayling Island (Funding & Implementation) Strategy</div>										
Funding Source	Funding Categories			Outcomes Required to Access Funding Source						Likelihood of funding source (Based on potential scheme outcomes) 3 = High likelihood, 2 = Medium likelihood, 1 = low likelihood
	Funding type (Grant/Debt/Incentive)	Funding sector (Private/ Public/ NGO/Individuals)	Funding category (Flood & erosion risk/ Environment/ Growth/ Financial Investment/ Community/ Infrastructure)	Risk reduction	Direct financial return	Economic growth	Environmental outcome	Historic outcome	Social outcomes	
Friends of Chichester Harbour	Grant	Private	Community	✓						1
Friends of Langstone Harbour	Grant	Private	Community	✓						1
Havant Civic society	Grant	Private	Community						✓	1
Hampshire & Isle of Wight Trust	Grant	NGO	Environment				✓			1
Hayling Island Infrastructure Group	Grant	Public	Infrastructure	✓						2
Hayling Island Residents Association	Grant	Private	Community	✓					✓	2
North East Hayling Residents Association	Grant	Private	Community	✓					✓	2
Farmland owners (Northney/ Stoke)	Grant	Individuals	Community	✓						2
Flood Action Groups	Grant	Public	Flood & Erosion Risk	✓						1
Hayling Coastal Conservation Group	Grant	Private	Environment				✓	✓		1
Tournerbury Woods Estate	Grant	Private	Community		✓					1
RNLI	Grant	NGO	Community	✓					✓	1
Hayling Ferry Sailing Club	Grant	Private	Community						✓	1
Rambling groups	Grant	Public	Community						✓	1
Angling groups	Grant	Public	Community						✓	1
Big Lottery Fund	Grant	Public	Multiple categories						✓	1
Solent LEP	Grant	Public	Multiple categories			✓			✓	2
Sport England	Grant	Public	Community						✓	1
Future High street Fund	Grant	Public	Multiple categories			✓			✓	1
Suitable Alternative Natural Green Spaces (SANGs)	Grant	Public	Environment				✓			1
RSPB	Grant	NGO	Environment				✓			1
England Coastal Path Establishment Fund	Grant	Public	Multiple categories						✓	2
Property Developers	Grant	Individuals	Multiple categories	✓	✓				✓	2
New Homes Bonus	Incentive	Private	Multiple categories	✓					✓	2

Figure 5-1 Screenshot of PFST

6 5.2 Stage 2: Prioritise and Plan Partnership Funding Strategy

5.2.1 Potential Funding Sources

Through the ESCP PFST and EAST, a prioritised shortlist of potential funding sources around the entirety of Hayling Island was identified and is listed below.

Environment Agency Flood and Coastal Erosion Risk Management Grant-in-Aid (FCERM GiA)

Capital funding from central Government for FCERM infrastructure is provided through Grant-in-Aid (GiA). FCERM GiA, comprised of funding raised through general taxation, is received from the Department for Environment Food and Rural Affairs (DEFRA) and administered and managed by the Environment Agency for activities in England. All funding approvals are also subject to the consent of the (Southern) Regional Flood and Coastal Committee (RFCC) and the overall availability of funding from all potential sources.

FCERM GiA is one of the primary funding sources, with a total of £190,000 worth secured to date for the delivery of the HIFIS.

Regional Flood & Coastal Communities Fund (RFCC Local Levy)

Local Levy is an additional, local source of income raised by the RFCC. Funds are raised by placing a levy on county councils, unitary authorities, district councils and parishes, which in turn levy households (including council tax) inside the boundaries of the committee. The revenue raised can then go towards regional flood risk management projects which are not considered to be national priorities, so would not qualify for full GiA funding.

The ESCP have recently been awarded several RFCC Local Levy grants for projects across the ESCP region, including for the Langstone FCERM scheme. This may be a potential additional partnership funding source for any future FCERM schemes on the island.

Havant Community Infrastructure Levy (CIL)

Implemented by the Local Authority, a Community Infrastructure Levy (CIL) raises capital by charging a levy per m² on most new developments across an authority's area. This money can then be used to support local and sub-regional infrastructure projects to support the development of an area, including FCERM measures that will benefit the whole community.

The project team has recently secured 50% (£300k) partnership funding from CIL for the Hayling Island Strategy. This may be a key partnership funding source for any future FCERM schemes on the island.

Hampshire County Council (Lead Local Flood Authority (LLFA))

Through the Flood and Water Management Act 2010 and Flood Risk Regulations 2009, county and unitary councils have been designated as Lead Local Flood Authorities (LLFA). These LLFAs are responsible for several duties regarding flood risk. These include the establishment of an asset register for structures or features which are considered to have a significant effect on flood risk, designation of structures or features which affect a flood or coastal erosion risk and to ensure that owners seek formal approval prior to any alteration. They are also responsible for investigating flood incidents where responsibility cannot immediately be established. In order to help them do this, DEFRA offers

a grant. The LLFA may be interested in offering some contribution to potential future FCERM schemes on the island, as these schemes will help to provide information and defend vulnerable areas from coastal flooding including Hampshire County Council assets. Potential future schemes will also provide joint benefits for issues such as highways, heritage, conservation and the environment.

Asset-Backed Financing

Local Asset-Backed Vehicles (LABVs) are arrangements where Local Authority assets are used to lever long-term investment from the private sector to fund development projects. They are designed to:

- Bring together public and private sector partners in order to pool finance, land, planning powers and expertise;
- Deliver an acceptable balance of risk and return for partners; and
- Support strategic planning and delivery of projects.

This approach is best suited to those regions that can identify a portfolio of assets, a pipeline of regeneration projects and suitable institutional investors, offering a route to unlock additional private sector investment. They have been mainly used for regeneration and housing programmes.

Within the context of Hayling Island, the four Seafront Regeneration sites identified within Havant Borough Council's Local Plan 2036 could be used as LABV to lever additional private sector investment.

Local Authority Fees and Charges

For projects that protect small numbers of easily identifiable properties, where there is strong support for the project, Local Authorities may be able to use their existing powers to raise money from specific beneficiaries of defences.

In light of the proposed seafront regeneration sites, Havant Borough Council may be able to raise additional funds from beneficiaries of defence works in these areas.

5.2.2 Potential Funders – Infrastructure Provision

Highways England

Highways England was given funding to improve the surroundings of the Strategic Road Network, enable environmental, social and economic benefits to people, communities and businesses who live & work alongside our strategic road network. The Designated Funds Programme is formed of five funds; air quality, cycling, safety & integration, innovation, environment, growth & housing.

Within the context of Hayling Island, funding may be available from Highways England Environmental Designated Fund (EDF) for the protection of the A3202 road; the only road on and off the Island. A bid has recently been submitted as part of the Langstone FCERM scheme towards the protection of the strategic road network at the bridge onto Hayling Island. In addition, funding may be available for the delivery of broader outcomes, such as improved access opportunities.

The Department for Transport (DfT)

The Department for Transport (DfT) provides funding to Local Authorities to help improve and maintain infrastructure. In addition to the Local Sustainable Transport Fund (LSTF), there are a number of funding schemes which may be available for future FCERM schemes, including the urban challenge fund, which aims to offer funding to schemes which help improve journey choice and tackle

congestion. There are also potential highway maintenance and highway improvements for which the “Highways Maintenance Efficiency Programme (HMEP)” may provide some capital.

Utilities and Telecommunications Companies

Utilities and telecommunications companies provide and maintain important key services and own major infrastructure assets within the area, which could potentially be at risk from flooding. Rather than paying for individual, bespoke defences for their assets, utility companies may prefer to contribute towards wider strategic defence schemes which could provide protection for their assets, as well as the wider community. Furthermore, there may be potential for contributions to schemes to avoid costly services diversions.

5.2.3 Potential Funders – Key Partners

Natural England

In addition to overseeing the management of public rights of way, Natural England also operate several grant schemes which help maintain areas of natural value. For example, Heritage Management Plan grants, which aim to help the long and short-term management of outstanding scenic, scientific or historic areas throughout the UK.

Funding may also be available through the England Coast Path Establishment Fund (ECPEF), which provides funding for works that are considered necessary to make stretches of coastline suitable for use as part of the England Coast Path. Up to 100% of establishment costs may be covered, including for items such as signs, gates and access management. Funds may be accessible for improvement works to the various coastal paths on Hayling Island, including the Hayling Billy Trail.

Historic England and English Heritage

A number of grant schemes are available for Local Authorities in order to protect and enhance conservation areas, for instance, the National Heritage Protection Commissions Programme which aims to provide funding for projects which support objectives laid out by the National Heritage Protection Plan. These objectives include developing responses to threats facing the historic environment. Protection of heritage sites on Hayling Island (more information on which is available in Section 12 of this report) may make the Strategy eligible to apply for such funding.

Langstone Harbour Board & Chichester Harbour Conservancy

Although there have previously been, there are currently no major funding sources available through the harbour authorities. However, they represent strong partners to any future FCERM schemes on the island and could have access to other sources of funding not known at this stage.

Community Groups and Flood Action Groups

By engaging with various community groups and flood action groups, such as the Hayling Island Infrastructure Group, Hayling Island Residents Association and Friends of Chichester / Langstone Harbour Groups, the requirements of the community can be assessed and built into the coastal Strategy. Community groups may receive aid from other funding bodies in order to achieve community-oriented goals. This may mean that capital is more readily available to the Strategy, with defence measures coinciding with the objectives of the local community. There is also the opportunity for contributions-in-kind, or financial contributions to be made to prioritise various schemes arising from completion of the Strategy.

Property Developers

Developer funding is a key aspect of partnership funding and it is essential that all avenues are explored. By working with developers, various requirements can be built into the Strategy and capital can be raised for FCERM schemes. Contributions may be sought through Section 106 (S106) agreements, where site-specific measures such as flood alleviation are required to make a development acceptable in planning terms. Similarly, Section 111 (S111) agreements are a general “catch-all” provision which may be sought by Local Authorities using their subsidiary powers under the 1972 Local Government Act. The use of power under Section 111 may be applied to a wide range of Local Authority functions, including entering into an S106 agreement, and must be considered subsidiary to the discharge of some particular function.

Proposed developments at the four Seafront Regeneration sites and Northney Marina identified in Havant Borough Council’s Local Plan 2036 could provide opportunities to draw upon this funding source. More information on these proposed developments can be found in Section 7 of this report.

Local Businesses, Residents and Landowners

Voluntary contributions from beneficiaries of flood risk management allows private stakeholders to invest in potential FCERM schemes, and in doing so, have a say in the types of measure which will be put forwards, to the extent that is technically, socially, environmentally and financially feasible to do so.

Direct beneficiaries on Hayling Island, including specific landowners such as farm owners and holiday parks, have been identified and categorised to initially assess partners with whom to work with to seek contributions. More information on direct beneficiaries can be found in Section 5 of this report.

Wider Businesses

Indirect beneficiaries from flood risk management on Hayling Island; either those businesses located on Hayling Island but outside of present-day or predicted future flood or erosion zones, or those businesses located in close proximity to Hayling Island that could be impacted by flooding on the Island, will be identified and categorised in the same way as for direct beneficiaries as the Strategy progresses. More information on indirect beneficiaries can be found in Section 5 of this report.

5.2.4 Potential Funders – Linked with Broader Outcomes

Coastal Communities Fund

Round 5 of the Coastal Communities Fund has £40 million available between April 2019 and the end of March 2021. Funding goes to projects over £50,000 that will ultimately lead to regeneration and economic growth whilst directly or indirectly safeguarding and creating sustainable jobs. Since 2012, the Coastal Communities Fund has invested £174 million into 295 projects UK-wide.

More information can be found at: <https://www.gov.uk/government/collections/coastal-communities>

Coastal Revival Fund

The Coastal Revival Fund is grant funding targeted at bringing at-risk coastal heritage sites back into economic use. Grants amounting to £1 million in total were allocated between 2018 to 2019. The first Coastal Revival Fund round provided £3.7 million, supporting 92 projects in coastal areas.

More information can be found at: <https://www.gov.uk/government/collections/coastal-communities>

Heritage Lottery Fund

The Heritage Lottery funds a broad range of projects connecting people and communities to the national, regional and local heritage of the UK.

A variety of heritage projects can apply including:

- Nature - anything that connects people to nature and the natural world and designed landscapes
- Landscapes - areas of ground which could be urban or rural in nature, and might include parks, or industrial sites that have been left
- Historic buildings, monuments and environments
- Industrial, maritime and transport - this might be places and objects linked to our industrial, maritime and transport history

More information can be found at: <https://www.heritagefund.org.uk/funding/outcomes#outcome-1>

Heritage Action Zone

Historic England's Heritage Action Zone initiative aims to work to 'unleash the power in England's historic environment to create economic growth and improve quality of life in villages, towns and cities'.

Working with local people and partners, including local authorities, Historic England is helping to breathe new life into old places that are rich in heritage, unlocking their potential and making them more attractive to residents, businesses, tourists and investors. This is done through joint-working, grant funding and sharing skills.

Since scheme launch in March 2017, 18 Heritage Action Zones have been created across England, each lasting for five years.

Heritage Action Zones need to meet the following criteria:

- The Heritage Action Zone should be delivered through a partnership, this could consist of public, private and third sector organisations
- The Heritage Action Zone should include at least one local authority partner
- The Heritage Action Zone should deliver opportunities for sustainable long term growth in historic places
- The Heritage Action Zone must be based around local heritage assets, either designated or undesignated
- The project should be capable of delivery within three to five years

More information can be found at: <https://historicengland.org.uk/services-skills/heritage-action-zones/breathe-new-life-into-old-places-through-heritage-action-zones/>

Local Enterprise Partnership (LEP): European Structural and Investment Fund

The European Structural and Investment Fund (ESIF) Programme comprises of three separate funds – the European Regional Development Fund (ERDF), the European Social Fund (ESF) and the European Agricultural Fund for Rural Development (EAFRD) – all aiming to increase economic and social prosperity in the sub region, and to create a more competitive, prosperous and inclusive economy. The Solent LEP encourages local organisations to bid for this funding, which requires match funding and is profiled over a seven year period.

More information can be found at: <https://solentlep.org.uk/business-support-and-funding/solent-lep-funds/european-structural-and-investment-funds-in-the-solent/>

The Brent Goose and wader refuge site (E26) proposal benefits from grant funding from the Solent Local Enterprise Partnership's Solent Growth Deal which will part fund the delivery of the refuge.

Enabling Funds (Regional Growth, Solent Local Enterprise Partnership)

LEPs are another avenue to potentially generate funds for the Strategy to facilitate growth in Hayling Island. The Solent LEP operates within the area and has attracted significant government funding to help growth. The Regional Growth Fund is also available to schemes within the area which will boost the local prosperity and rebalance the local economy in favour of the private sector.

The proposed regeneration and employment growth on Hayling Island could present opportunities to bid for these funds.

Water Framework Directive Environmental Grants

The Water Environmental Grant (WEG) scheme provides funding to improve the water environment in rural England, which includes:

- Rivers and their estuaries
- Lakes
- Canals
- Wetlands
- Groundwaters
- Coastal waters

The Eastern Solent Coastal Partnership have had previous success in bidding for this funding and secured £50,000 towards the eco-formliner work delivered as part of the North Portsea Island scheme. There may be opportunities to bid for this funding to deliver similar environmental enhancements along the Hayling Island coastline.

SCOPAC and the Southern Coastal Group

The Standing Conference on Problems Associated with the Coastline (SCOPAC) has spent over £1 million on coastal research since 1986 and fund various research initiatives on behalf of its member Local Authorities. Whilst SCOPAC hasn't directly funded FCERM schemes, it has funded a lot of research undertaken by the ESCP; for instance a contaminated land study, tracer studies and various coastal process studies. Funding may be available for additional coastal process or contaminated land studies on Hayling Island.

Veolia Environmental Trust

The Veolia Environmental Trust provides funding for schemes to fulfil the trusts fundamental objectives, including improving community, sustainability for the future and access for people with disabilities. The most common type of project funded by the Veolia Trust are those which improve or protect public amenities. They have already granted significant sums of money to community, environmental and restoration projects throughout the UK.

Hayling Island's geographical position and strategy objectives meet the criteria set out by the Veolia Trust for funding and would therefore be eligible to apply. A grant has previously been gained towards the West Hayling Local Nature Reserve.

Bird Aware Solent

The Bird Aware Solent Partnership provides funding for specific projects that will better manage visitors at the coast such that bird disturbance is reduced/obviated or will provide alternative recreation opportunities inland to which some recreational visits can be diverted. The sum allocated to Bird Aware Solent is £2 million every 5 years, to be distributed as approximately £400k per annum.

Hayling Island hosts an array of important environmental designations and nesting / roosting sites. These sites could fit the criteria for future funding to provide broader outcomes and wider benefits relating to bird disturbance.

6 Beneficiaries

6.1 Direct beneficiaries

Once the direct beneficiaries had been identified, they were then categorised according to their sector, using the employment sector categories defined in the Hayling Island Economic Footprint Survey shown below in Table 6-1.

Healthcare & Social	Hospitality and Holiday accommodation
Public Services	Marine services and boatyards
Transport	Animal and veterinary services
Retail, wholesale trade and repair services	Religious and spiritual
Food and Drink	Environment and Heritage
Information and Communication	Leisure
Amenities	Education
Infrastructure	Community
Agriculture	

Table 6-1: Direct Beneficiaries Categories

The direct beneficiaries were then mapped spatially using GIS and colour-coded according to their sector category, with layers also added to show the present-day 1:200 year flood zone extent and erosion zones for the next 100 years. The entirety of Hayling Island has been split into Option Development Units (ODUs) according to several different characteristics (defence types, land ownership, flood and erosion risk etc) as displayed in Figure 6-1. Maps have been produced in relation to these. An example of this is shown in Figure 6-1. The results of the final Mapping of the potential FCERM beneficiaries for each ODU is displayed in Appendix B.

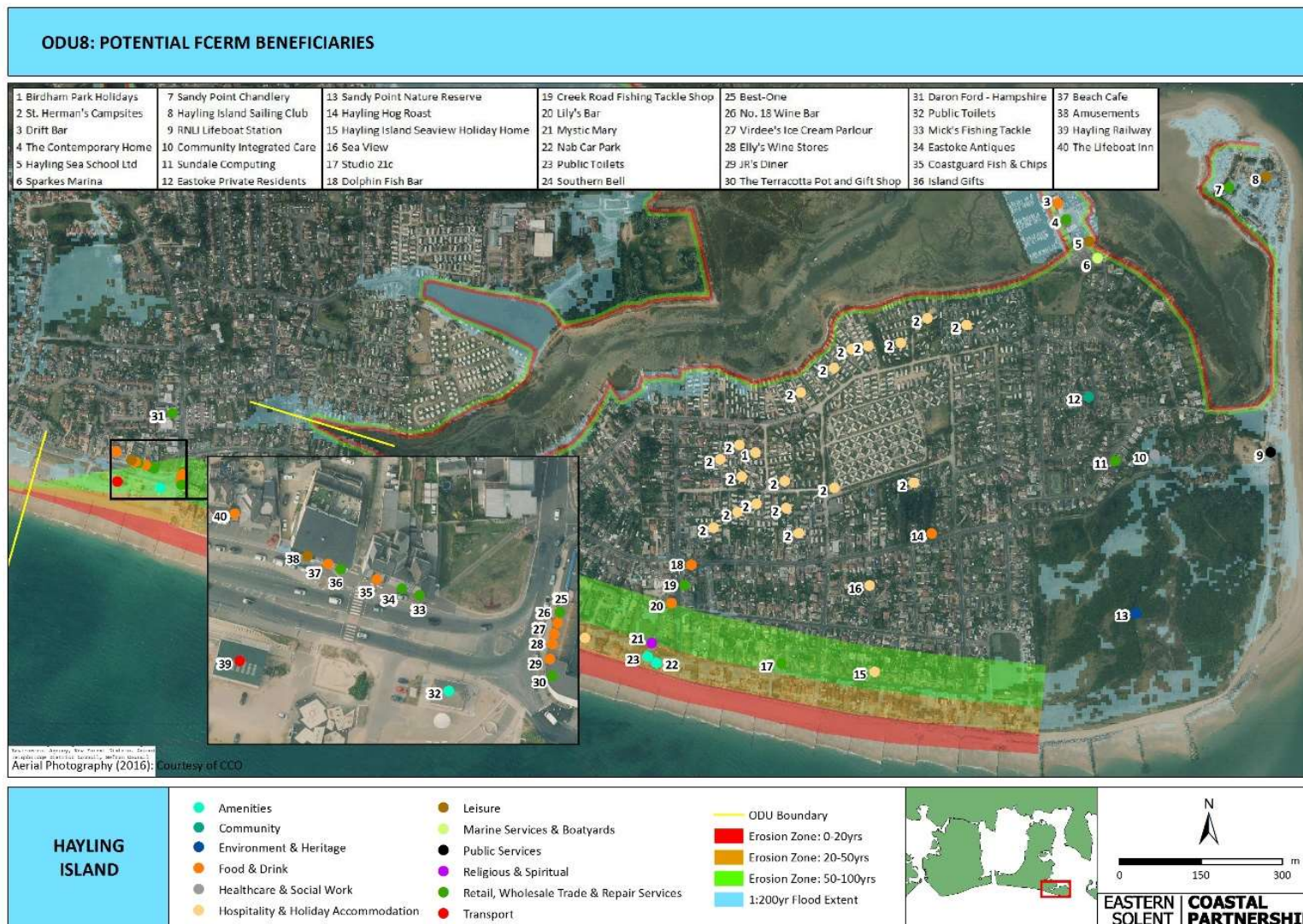


Figure 6-1 Example of GIS mapping of direct beneficiaries

7 6.2 Indirect beneficiaries

Indirect beneficiaries will be identified according to the process outlined above as the project progresses into the next stage. Indirect beneficiaries will then be categorised using the EAST and mapped spatially in the same way as for direct beneficiaries of the Strategy. Business cases will then be developed to engage with individual businesses to work to seek potential contributions from.

8 6.3 Prioritisation of beneficiaries

Using the EAST, we have produced a prioritised list of direct beneficiaries for future FCERM schemes around the entirety of the island. Figure 6-2 shows a screenshot of the tool.

			Perceived benefit / outcome to beneficiary									Type of Contribution			
Partner	Area of Interest (ODU ref)	Perceived Impact to the beneficiary	Risk reduction	Direct financial return	Economic growth	Environmental outcome	Historic outcome	Social outcome	Likelihood of Partnering (3= high, 2= medium, 1= low)	Value to future schemes (3= high, 2= medium, 1= low)	Priority (Green = high, Orange = medium, Red = low)	Financial contribution	Contribution in kind	Sharing Data and Knowledge	Contribution Risk
Local Businesses															
Langstone Quays Resport	1	Direct	√					√	2	2	4	√	√		Low
Northney Marina	2	Direct	√	√		√		√	3	3	6	√	√	√	Low
Langstone Pilot Gig Rowing Club	2	Direct						√	1	1	1		√	√	High
Foreshore Books	2	Direct	√						1	1	1	√	√		High
Jaykay marine Sales	2	Direct	√						1	1	1	√	√		High
Other marina-related businesses	2	Direct	√						1	1	1	√	√		High
Salt Shack Café	2	Direct	√					√	1	1	1	√	√		Low

Figure 6-1 Screenshot of the EAST

9 7 Broader Outcomes

Within each of the broader outcome areas, as listed in section 4.2, potential broader outcome opportunities are summarised and then identified by Option Development Unit (ODU). Figure 7-1 shows the location of each ODU.

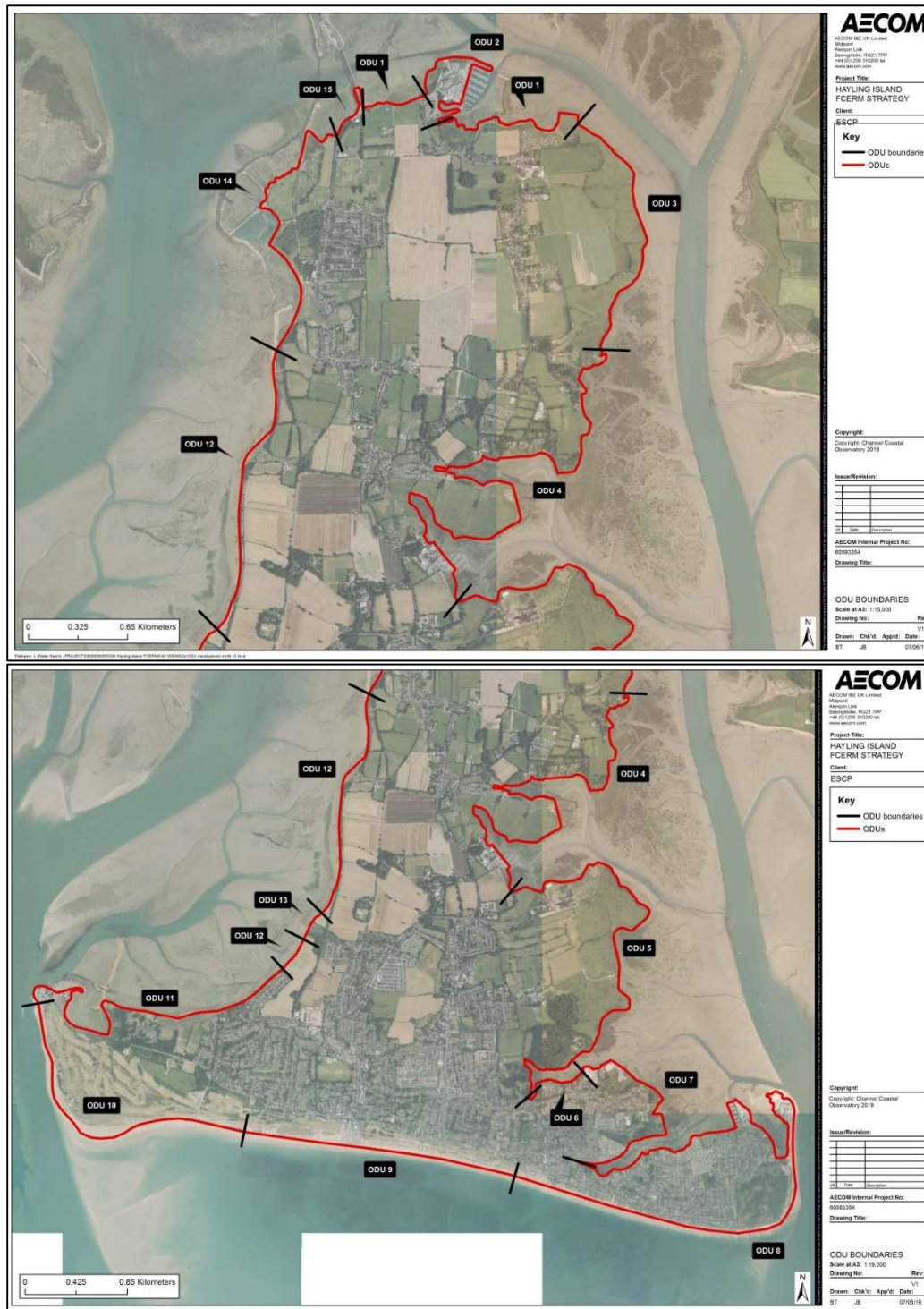


Figure 7-1 HI Strategy ODU Locations

10 8 Business, Regeneration and Growth

Hayling Island has been a popular tourist destination for over a century, however, parts of the seafront are dated and there is a risk that without further development and improvement, the island will slip behind other competing destinations.

Consequently, regeneration of the Hayling Island seafront features heavily in the Havant Borough Local Plan 2036 to transform the area, focusing on active and environmental tourism, leisure growth and housing development.

The Local Plan also recognises the need to provide an additional 9,260 new homes in the Borough between 2016 and 2036. 6,010 proposed new development allocations are included within the Plan, 942 of which have been allocated on Hayling Island (747 development allocations and 195 within the Hayling Island Seafront Key Project 3 area).

Hayling Island is also at risk from flooding, and business on the island are subject to potential financial impacts of business disruption of £9.6 million estimated over the next 10 years. Together with this risk, regeneration of the island is likely to create more challenges and could lead to lost regeneration opportunities and fewer jobs created. If flood risk is left unmitigated, then the impacts over the next 10 years due to missed regeneration and job opportunities is estimated to be an additional £3.4 million. If nothing is done to protect the access road from flooding and erosion, then the economic impact is estimated to be £523 million (AECOM, 2019).

- **Over the next 10 years, the impact of flooding to existing businesses on the island is estimated to be £9.6 million.**
- **Flood risk is likely to make regeneration of the island more challenging and could lead to lost regeneration opportunities and fewer jobs created. If the flood risk is left unmitigated, then the estimated impact over the next 10 years due to lost regeneration and job opportunities is estimated to be £3.4 million.**
- **Over the next 10 years, if nothing is done to protect the access road from flooding and erosion, then the economic impact is estimated to be £523 million.**

11 8.1 Havant Borough Council Local Plan 2036

Through Policies DR1, DR2, C1, KP3 and E26 amongst others, the Havant Borough Local Plan 2036 recognises the importance of businesses, regeneration and growth within the borough.

8.1.1 DR1: Delivery of Sustainable Development

Policy DR1 seeks to support the delivery of approximately 10,231 net new homes and approximately 96,759 net m² of new employment floorspace across the Havant Borough, between 2016 and 2036. The council will plan positively and collaboratively to achieve high quality, sustainable development that supports the Borough's diverse needs for the future. This will be achieved through adopting a clear "open for business" approach to planning applications; supporting sustainable growth in homes, business and services, and working collaboratively with applicants to find joint solutions. More information on Policy DR1 can be found in Appendix D of this report.

8.1.2 DR2: Regeneration

Many locations within the borough have suffered from a lack of investment for some years. Through Policy DR2 the council aim to kick-start re-investment in the Borough in four key locations, prioritising investment in projects on its own land in town centres and on Hayling Island seafront.

Policy DR2 reflects Havant Borough Council's ambition to develop four key regeneration sites across the Borough; at Havant Town Centre (KP1), Waterloooville Town Centre (KP2), Hayling Island Seafront (KP3) and Leigh Park District Centre (KP4). The Council will lead on the regeneration of these projects, assisting in assembling sites where necessary and working with development partners to achieve their delivery, boosting local skills levels and community integration and supporting the use of brownfield land. More information on Policy DR2 can be found in Appendix D.

8.1.3 C1: Protection of existing employment sites

A range of small and medium-sized enterprises, such as those on Hayling Island, support the Borough's diverse and varied industrial based economy. The Local Plan recognises the need to strengthen and reinforce the function and role of established employment areas within the Borough, to support market confidence and deliver further speculative development within these areas. The key employments areas on Hayling Island are Jewsons, West Town, Sparkes Marina, Wilsons Boatyard, Northney Marina and Hayling Yacht Company (Figure 8-1 overleaf).

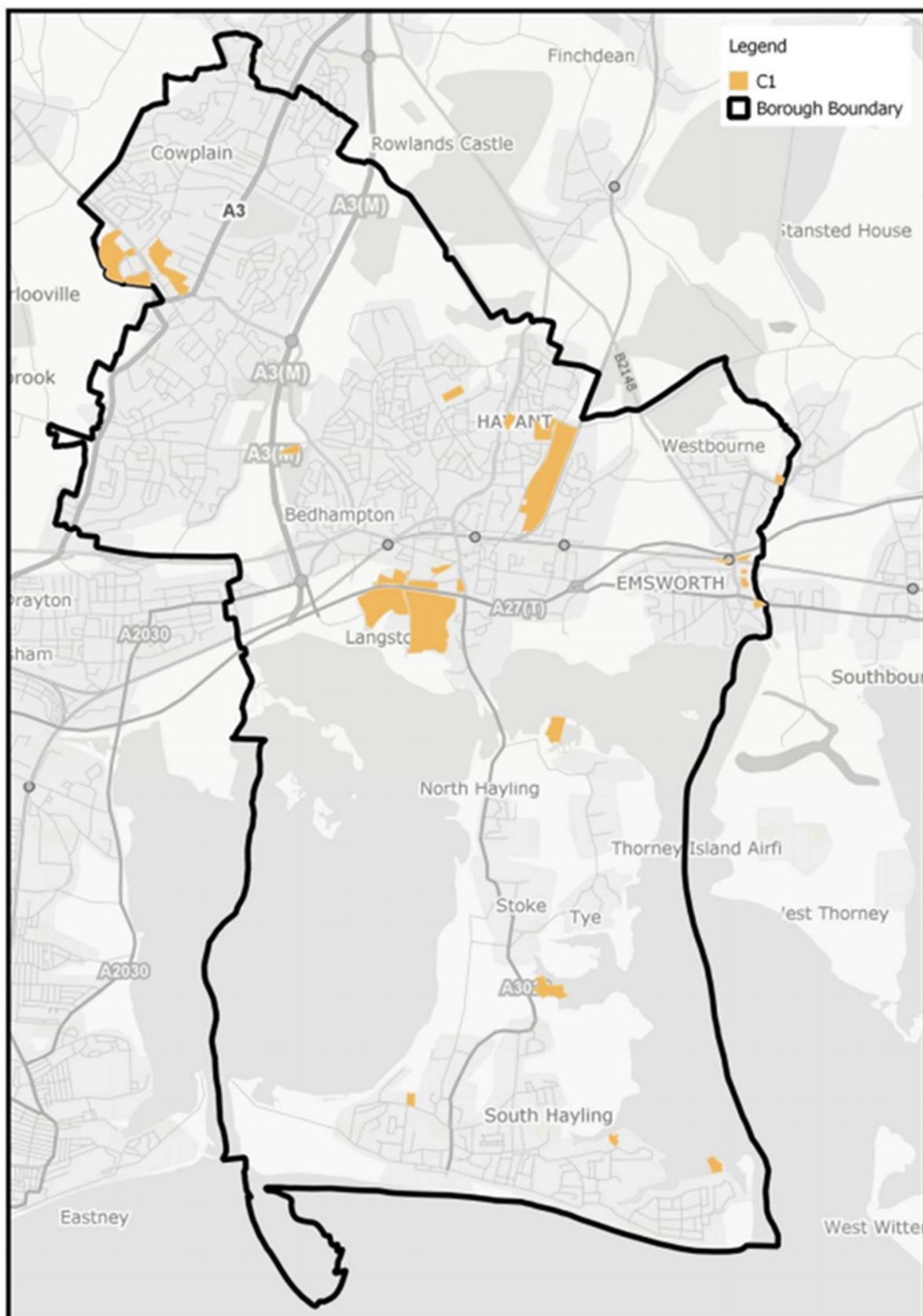


Figure 8-1 Hayling Island Key Projects Sites (north)

8.1.4 Development Allocations

The Havant Borough Local Plan identifies four development allocation areas on Hayling Island, three are in land (H27, H28 and H30), only one of which is located on the coast (H29) (Figure 8-2). In addition, a Brent Goose and Wader refuge is located north of H29 on Hayling's west coast.

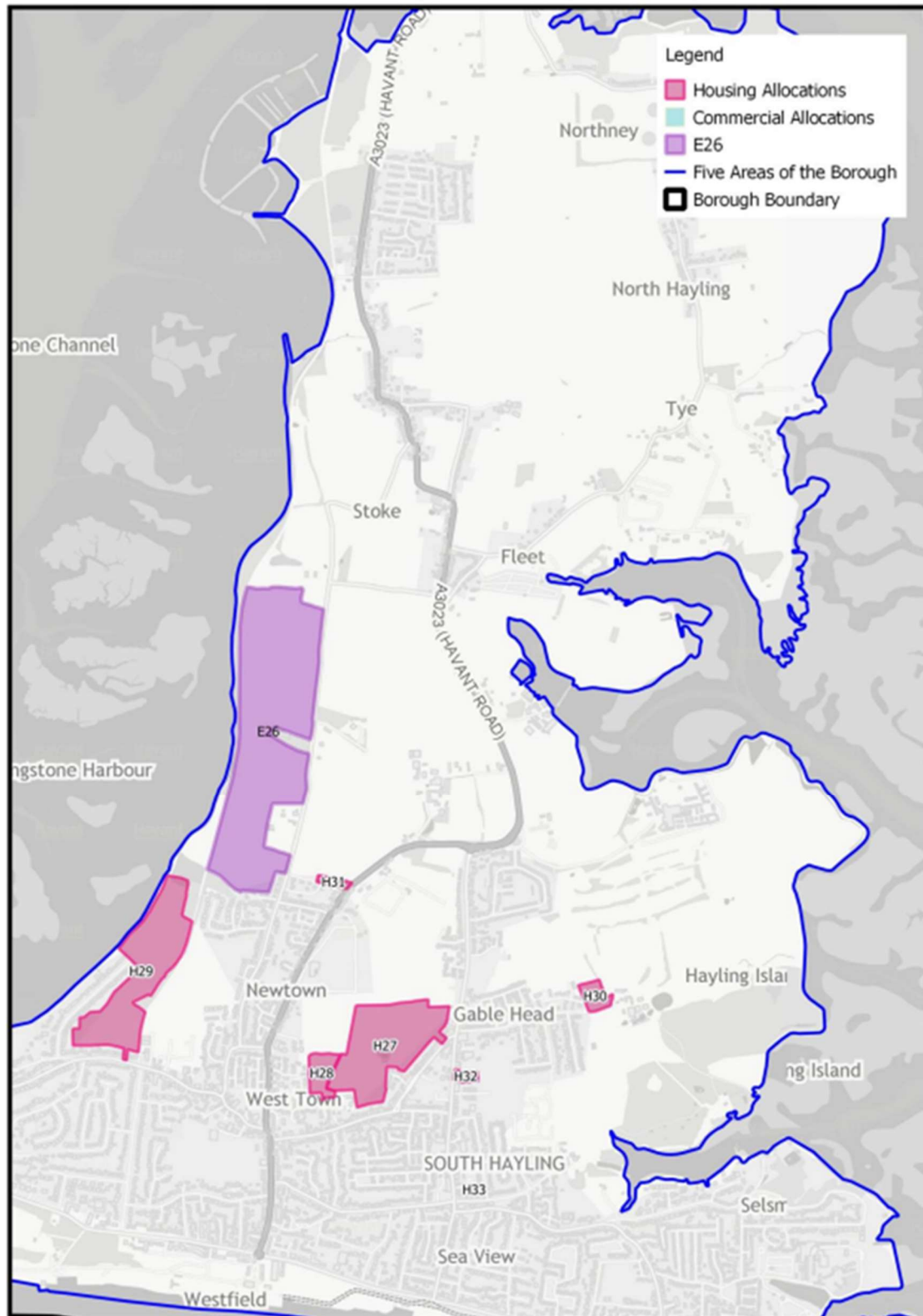


Figure 8-2 Development allocations on Hayling Island

8.1.5 H29 Land north of Sinah Lane

Around 210 residential dwellings are allocated to the north Sinah Lane site. The site covers an area of 12.8 ha, which includes a Brent Goose and Wader refuge area of 5.7 ha, as required by Policy E17.

8.1.6 E26 Hayling Island Brent Goose and Wader refuge

The site, adjacent to the H29 site has been identified as a Brent Goose and Wader refuge. It is located between Langstone Harbour and West Lane, with the Hayling Billy trail passing through some of the site. If managed correctly, this area along with the refuge site in H29 could lead to a net biodiversity gain for developments that may otherwise have negative impacts on the network of Brent Goose and wader feeding and roosting sites.

8.2 Broader Outcomes Opportunities

8.2.1 Regeneration, business confidence, housing and new jobs

Hayling Island in general, and the Hayling seafront⁷ in particular, is a focus for the regeneration of the Borough, to reinvigorate the island into a key destination along the south coast. As part of the Draft Local Plan, KP3 Hayling Island, identifies key projects to regenerate and transform the seafront to become a focus for active and environmental tourism.

Havant Borough Council own land in the south of the island so will be a major player in the regeneration of the seafront. The vision is to create distinct, linked areas for connectivity, as well as enhanced and additional marine commercial and leisure activities.

The five key regeneration areas on Hayling Island are Northney Marina (Figure 8-3), Southwood Road, Eastoke Corner, Beachlands and West Beach (Figure 8-4).

⁷ <https://www.havant.gov.uk/sites/default/files/documents/Hayling%20Seafront%20Regen%20Study%20Reduced%20size.pdf>



Figure 8-3 Hayling Island Key Projects Sites (north)



Figure 8-4 Hayling Island Key Projects Sites (south)

Southwood Road

The Southwood Road regeneration project area (Figure 8-5) is currently predominately residential with public car parking, open space and a community centre. Regeneration would be focused around the Nab car park which has been identified for a residential development of about 35 dwellings.



Figure 8-5 Southwood Road

Eastoke Corner

Eastoke Corner currently includes both leisure and retail use, including shops, a car park, play and performance spaces and the Hayling miniature railway (Figure 8-6). Regeneration of this area focuses on a residential development of around 20 properties with retail to the north, and mixed-use development of leisure, food and drink to the south.



Figure 8-6 Eastoke Corner

Beachlands

The Beachlands area (Figure 8-7) is home to a traditional funfair, as well as other leisure and retail uses, which for many years formed the heart of the tourism offer on the island. This is no longer sustainable, so there is an identified regeneration opportunity to develop around 100 new high-quality dwellings, alongside improved leisure, food, drink and retail outlets.

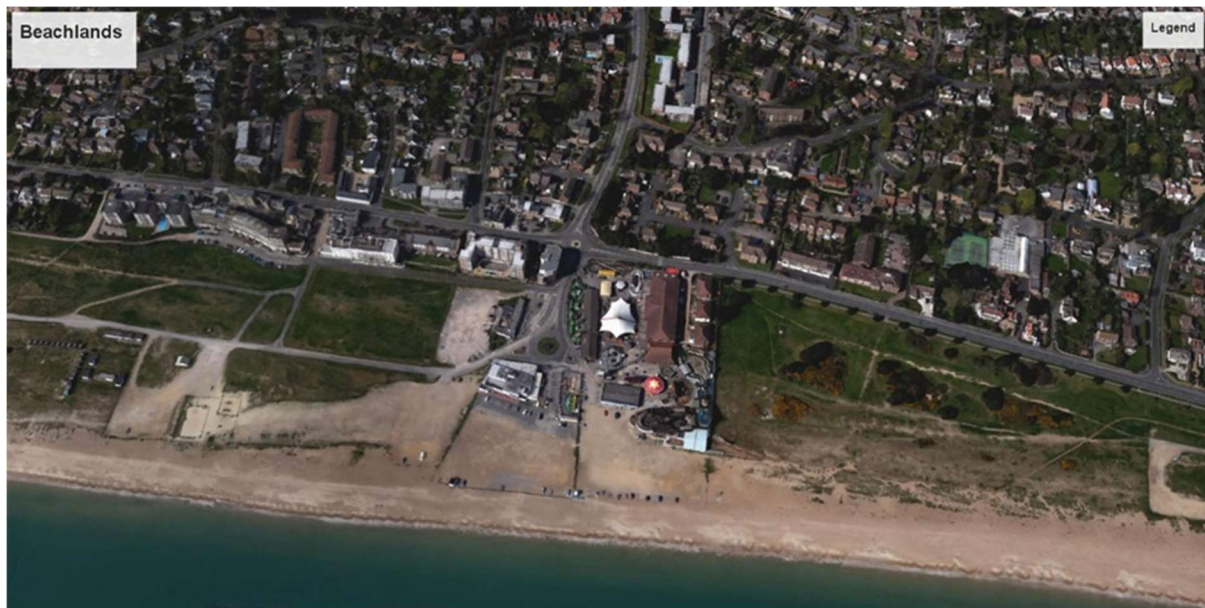


Figure 8-7 Beachlands

West Beach

West Beach (Figure 8-8) is an area with natural character and access to the sea, with café/restaurant and toilet facilities. West Beach is a key focal point for water sport activities. The regeneration vision here is to create an activity and experience-based place with mixed-use leisure, food and drink facilities, and innovative holiday accommodation.

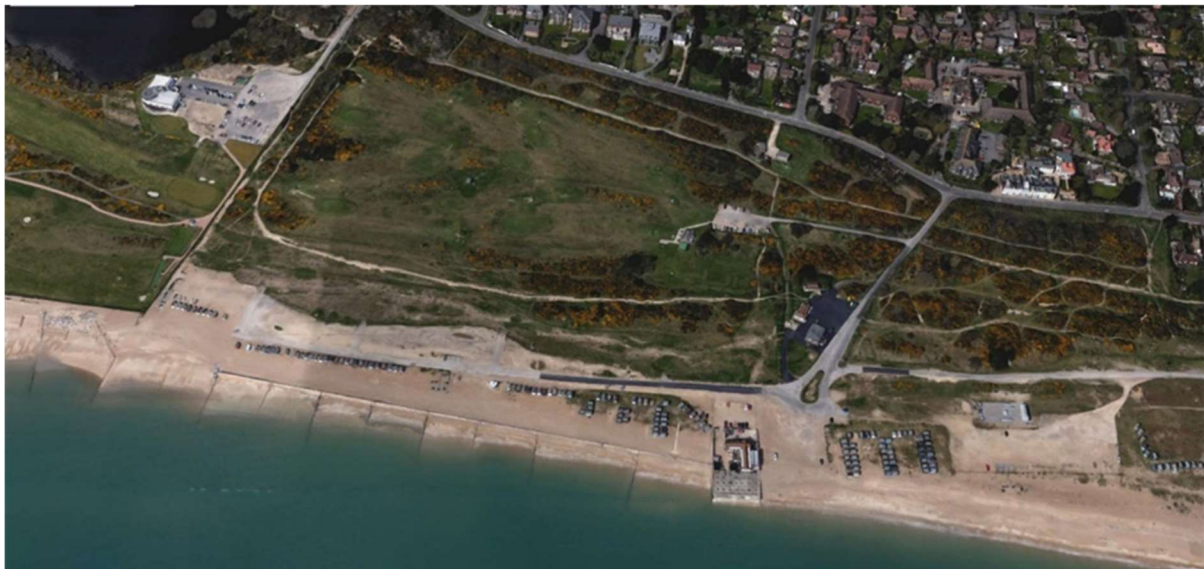


Figure 8-8 West Beach

Northney Marina

Northney Marina (Figure 8-9) is in the northeast of the island. Together with Langstone Hotel (Langstone Quay Resort), this area has been identified as having potential as a focal point for tourism. Marine related employment is recognised as a key sector by the Solent LEP and as such will be retained and enhanced as part of the islands regeneration plan. Mixed-use redevelopment including around 40 residential dwellings and enhanced commercial and leisure facilities have been identified for this area.



Figure 8-9 Northney Marina

8.2.2 Transport and social mobility

The Regeneration Strategy for Havant Borough 2018 – 2036⁸ includes a ‘Vision’ for Hayling Island which includes a second public crossing to the island from the mainland in the form of a transport / autonomous vehicle bridge linking Hayling Island with Havant Railway Station. ‘Hayling Gate’, located just on the island, would provide facilities and visitor information as well as parking and a park and ride service to the wider island.

The second crossing would help ease congestion on and off the island, while sustainable transport such as autonomous vehicles (Figure 8-10) should help reduce reliance on the car and allow for more pedestrian environments.



Figure 8-10 Autonomous vehicles⁹

⁸ <http://havant.moderngov.co.uk/documents/s25679/RegenerationStrategyCabinet24Oct1.pdf>

⁹ <https://internetofbusiness.com/baidu-intel-safety-model-autonomous-vehicle-ecosystem/>

There are also opportunities to incorporate unique designs into a future new vehicle or pedestrian / cycle crossing in the North of the Island (a few examples are shown in Figures 8-11 and 8-12). A new connection between the island and the mainland has the opportunity, if done correctly, to become an iconic landmark itself.



Figure 8-11 Bob Kerrey Pedestrian Bridge, Omaha, Nebraska/Council Bluffs, Iowa¹⁰



Figure 8-12 Infinity Bridge, Stockton-on-Tees, England¹¹

8.2.3 Multi-use defences

If hard sea defences are required in the future on the island, there are opportunities to design these structures as multi-use defences. For example, seasonal shops and cafes could be incorporated into

¹⁰ <https://www.mnn.com/lifestyle/eco-tourism/blogs/best-modern-pedestrian-bridges>

¹¹ <https://www.mnn.com/lifestyle/eco-tourism/blogs/best-modern-pedestrian-bridges>

an innovative sea wall design. At Milford-on-Sea, engineers have worked with designers to incorporate traditional beach huts in the defence (Figure 8-13), resulting in an innovative dual-purpose flood defence for the town¹². The new defence, designed to a 1 in 200 year standard of protection, also incorporates a walkway along the top to connect each section, enabling visitors to make the most of the uninterrupted view of the Solent.

Multi-use defences could help regenerate / enhance a seafront and attract further investment as well as providing a primary flood defence function.



Figure 8-13 Milford-on-Sea defences¹³

¹² <https://www.buffalofloodsystems.co.uk/innovative-multi-use-flood-defence-using-beach-hut-flood-barrier/>

¹³ <https://www.buffalofloodsystems.co.uk/innovative-multi-use-flood-defence-using-beach-hut-flood-barrier/>

12 8.3 Business, Regeneration and Growth Opportunities by ODU

ODU	ODU location	Opportunities
ODU 1	Hayling Bridge to Northney Farm	New crossing to Hayling
ODU 2	Northney Marina	Northney Regeneration Area: mixed use development – residential, retail and employment Local Plan Policy C1: Protection of existing employment sites – Northney Marina has been identified as a key employment area on Hayling Island.
ODU 3	Northney Farm to Gutner Lane	
ODU 4	Chichester Road to Mill Rythe Junior School	Local Plan Policy C1: Protection of existing employment sites – Hayling Yacht Company has been identified as a key employment area.
ODU 5	Mill Rythe Junior School to Salterns Lane	
ODU 6	Salterns Lane to Wilsons Boat Yard	
ODU 7	Wilsons Boat Yard to Fishery Creek	Local Plan Policy C1: Protection of existing employment sites – Wilson's Boatyard has been identified as a key employment area.
ODU 8	Eastoke	Multi-use defences Southwood Road Regeneration Area: residential development Local Plan Policy C1: Protection of existing employment sites – Sparkes Marina has been identified as a key employment area.
ODU 9	Eastoke Corner to Inn on the Beach	Eastoke Corner Regeneration Area: mixed use development - retail, residential, leisure, food and drink Beachlands Regeneration Area: mixed use development - retail, residential, leisure, food and drink
ODU 10	Inn on the Beach to Ferryboat Inn	West Beach Regeneration Area: mixed use leisure, food and drink, holiday accommodation
ODU 11	Ferryboat Inn to North Shore Road	
ODU 12	North Shore Road to Stoke	Housing Development allocation: 210 dwellings Brent Goose Wader refuge Local Plan Policy C1: Protection of existing employment sites – West Town and Jewsons have been identified as key employment areas on Hayling Island.
ODU 13	Newtown	
ODU 14	Stoke to Langstone Bridge Carpark	Park and ride
ODU 15	Langstone Bridge Carpark to Langstone Bridge	New crossing to Hayling: pedestrian / cycle / autonomous vehicle bridge

9 Health and Wellbeing

The coastline provides many health-promoting opportunities, including an outdoor active lifestyle and uplifting mental health benefits. However, the health and wellbeing of coastal communities are particularly vulnerable to the loss of these important opportunities through adverse climate change and flood and coastal erosion impacts¹⁴.

There is a clear connection and benefit between regular physical exercise and natural landscapes, improving social cohesion, increased well-being, visual satisfaction and emotional uplift to the therapeutic contact with fresh air, wildlife and biodiversity¹⁵.

Havant Borough is one of the most deprived areas in Hampshire with one of the areas of focus in the Borough being Eastoke, Hayling Island. There is a strong link between poor health and deprivation, which is captured in the Index of Multiple Deprivation (IMD). Improving the health and wellbeing of the local population, both physical and mental, is therefore a key priority for Havant Borough Council and Hampshire County Council as the public health authority¹⁶.

A Natural England report to Defra (2016)¹⁷ presents the results of an analysis of data which focuses on domestic recreational visits to the coast over a 6-year period. Since 2009 it states that visitor numbers have not changed but how people are enjoying the coast has, with a 138% increase in usage of coastal paths, 31% increase in visits specifically for health and exercise and a 22% increase by people over the age of 55. Flooding and erosion of the key footpaths on the island could lead to a reduction in activity levels by leading to a loss of the key recreation sites.

The Hayling Island coastal community are at the forefront in facing climate change. Research into health and wellbeing impacts on Hayling Island (AECOM, 2019) found that if coastal flood and erosion risk is not addressed, it could result in impacts estimated up to £10.7 million over the next 10 years or £61 million over the next 50 years. This would be caused by flooding and erosion of the recreation sites which is likely to reduce activity levels and lead to an increase in mortality rates.

If coastal Flood and erosion risk is not addressed on Hayling Island, it could result in health and wellbeing impacts of up to £10.7 million over the next 10 years or £61 million over the next 50 years.

13 9.1 Havant Borough Council Local Plan 2036

Through policy E2, the Havant Borough Local Plan 2036 recognises the importance of health and wellbeing within the borough. This policy aims to promote and facilitate inclusive communities within the Havant Borough; creating a sense of place and community belonging through the maintenance and enhancement of the Borough's built, natural and historic environments. Active and healthy

¹⁴

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/639432/Health_and_Wellbeing_Final.pdf

¹⁵ <https://www.sportengland.org/media/13915/designing-for-physical-activity-outdoor-spaces.pdf>

¹⁶ <https://www.havant.gov.uk/sites/default/files/documents/Pre-Submission%20HBLP2036%20for%20Full%20Council%20-%20FINAL%20POST%20COUNCIL%20%28clean%20for%20use%29%20-%20Copy.pdf>

¹⁷ file:///C:/Users/HAV_Sennitta/Downloads/260128396%20MENE%20Year%206%20Coast%20Report.pdf

lifestyles; safe and easy access to education and employment; and opportunities for active travel will be promoted and facilitated through good urban design and co-location of community facilities. Please see Appendix D for more information.

14 9.2 Broader Outcomes Opportunities

9.2.1 Access

The creation of easily accessible spaces along the Hayling Island coastline is essential to encourage and inspire people to be more physically active in their everyday lives. There is an unprecedented opportunity to make use of vast open spaces that are easily accessible for all. The ability to access these spaces are a valuable asset for the community, inspiring and enabling people of all ages to be physically active, removing any such barriers.

9.2.2 Active Travel (walking & cycling)

Connecting walking and cycling routes through active design is a key component to creating healthy and sustainable communities on Hayling Island. People are likely to view a network of routes joining key areas as positive features and would encourage a healthy and active lifestyle.

9.2.3 Informal Play / activity spaces

Located in public outdoor spaces, play areas and informal activity spaces are intuitive to use to stimulate physical activity. They often appeal to individuals who struggle to find time and money to attend leisure centres. Residents with access to at least one high quality park in their neighbourhood are 2 times more likely to have better mental health¹⁸.

There is the potential for various opportunities between key sites on Hayling Island to promote and encourage additional physical activities along walking and cycling routes. Taking a creative approach, open spaces can be brought to life as well as the potential linkages with adjoining areas. Open spaces could also be created to encourage a range of informal activities, social meeting places as well as creating activity trails to link key sites. At Eastoke corner there is currently an outdoor gym area, introduced prior to the London 2012 Olympics¹⁹. It is currently under used and could be linked to a wider activity trail along the sea front.



Figure 14-1 Outdoor Gym located at Eastoke, Hayling Island



Figure 14-2 Informal play area incorporated along the walking / cycling route at Tipner Lake, Portsmouth.

¹⁸ <https://www.sportengland.org/media/13915/designing-for-physical-activity-outdoor-spaces.pdf>

¹⁹ <https://www.tgogc.com/sponsorshipgyms?lightbox=dataltm-jnn9zrx3>

9.2.4 Social Interaction

There is the potential to incorporate 'social spots' to connect the community between key sites on Hayling (Figure 9-3). These could provide a multi-functional space, defined as a meeting point, to encourage and sustain community activities and form part of a network of multi-functional open space.

There are opportunities to integrate education and interpretation into the social spots to take full advantage of the natural environment. These could align with educational themes to engage with local schools on the island, though free standing interpretation or in a more natural setting.



Figure 14-1 'Social Spot' area linked with the environment through education & Interpretation at Tipner Lake, Portsmouth

15 9.3 Health and Wellbeing Opportunities by ODU

ODU	ODU location	Health & Wellbeing Links	Opportunities
ODU 1	Hayling Bridge to Northney Farm	Northney Coastal Path	Improved safe access
ODU 2	Northney Marina		Improved connectivity through access / activity & social spaces.
ODU 3	Northney Farm to Gutner Lane		
ODU 4	Chichester Road to Mill Rythe Junior School	Fleet Coastal Path Gutner Point	Improved connectivity to nature and environmental enhancement through access and signage.
ODU 5	Mill Rythe Junior School to Salterns Lane		Improved access to and interaction with the environment and wildlife within the harbour. Possible

links with the infant and junior school.

ODU 6	Salterns Lane to Wilsons Boat Yard		
ODU 7	Wilsons Boat Yard to Fishery Creek		Improved connectivity to nature and environmental enhancement through access and signage
ODU 8	Eastoke	Sandy Point Nature Reserve	Improved connectivity to nature and environmental enhancement through access and signage
ODU 9	Eastoke Corner to Inn on the Beach	Eastoke Coastal Path	Improved connectivity through access, public realm improvements/ activity spaces and recreation.
ODU 10	Inn on the Beach to Ferryboat Inn		Improved connectivity to nature through access, public realm improvements/ activity spaces and recreation.
ODU 11	Ferryboat Inn to North Shore Road	The Kench Coastal Path	Improved access to and interaction with the environment and wildlife within the harbour
ODU 12	North Shore Road to Stoke	Billy Trail Coastal Path	Improved connectivity through access to and interaction with the environment and wildlife within the harbour. Improved recreation provision and amenities.
ODU 13	Newtown		Improved signage and education of the environment, wildlife and heritage of the Billy Trail, and the Solent and Langstone Harbour
ODU 14	Stoke to Langstone Bridge Carpark	Oyster Beds Hayling Billy Local Nature Reserve West Hayling Local Nature Reserve Billy Trail Coastal path	Improved signage and education of the environment, wildlife and heritage of the Billy Trail, and the Solent and Langstone Harbour
ODU 15	Langstone Bridge Carpark to Langstone Bridge		Improved connectivity through access to and interaction with the environment and wildlife within the harbour.

10 Recreation, Amenity and Tourism

Hayling Island combines all the attractions of a traditional seaside holiday, with excellent sporting and leisure facilities. The island offers miles of unspoilt coastline and countryside, providing a haven of peace and tranquillity where visitors can walk, cycle or relax.

As the birthplace of windsurfing, the island hosts many events for this activity throughout the year, attracting enthusiasts of the sport from all over the UK and abroad.

Hayling Island holds a European Blue Flag award and its excellent beaches have also been awarded a Tidy Britain Seaside Award for their water quality, safety and cleanliness. The five-mile-long seashore offers safe places for enjoying swimming, sport activities, picnicking and barbeques, with some facilities accessible to wheelchairs.

However, recent research has shown that key recreation sites on Hayling Island are subject to flood and erosion, and over the next 10 years these sites could experience damages of approximately £1.78 million (AECOM, 2019).

The island's proximity to Portsmouth, Chichester and Emsworth makes it an idea base for touring, with nearby attractions including Southsea Castle and Staunton Country Park. Regeneration of the island features heavily in the Havant Borough Local Plan 2036, with a focus on enhancing Hayling's active and environmental tourism and increasing its offering of leisure activities.

Over the next 10 years the estimated impact of flooding and erosion to recreation on the island is estimated to be £1.78 million.

16 10.1 Havant Borough Council Local Plan 2036

Being separated from the mainland by Chichester and Langstone Harbours, Hayling Island is surrounded by a variety of national and international designations which contribute to the attractiveness of its environment.

The Borough will economically benefit from additional tourism and day visitors through improved access to recreation, leisure and shopping opportunities. This will include the regeneration of Hayling Island Seafront and transform the area from its traditional 'bucket and spade' reputation to one that focuses on active and environmental tourism.

Enhanced recreation facilities have the potential to increase visitor appeal all year round and improve the local population's health and wellbeing.

Through Policies C2, E11 and KP3 amongst others, the Havant Borough Local Plan 2036 recognises the importance of recreation, amenity and tourism within the Borough.

10.1.1 C2: Tourism

Hayling Island and Emsworth continue to be at the heart of the tourism and recreational industry in the Borough. Hayling Island seafront will be redeveloped and regenerated with new homes and jobs with a high-quality realm to revitalise this traditional seaside destination.

Through Policy C2, tourism and visitor economy will be promoted within the Havant Borough through the provision of new or improved attractions, accommodation or facilities that provide flexibility for changing market trends. Existing tourist accommodation will be retained and enhanced, and sustainable tourism providing local employment will be supported. Please see Appendix D for more information.

10.1.2 E11: Sports and Recreation

The National Planning Policy Framework (NPPF) recognises the role of sport and recreation as a fundamental part of sustainable development. It is acknowledged that access to high quality sport and recreation facilities can make an important contribution to the physical and mental health and wellbeing of communities.

Sport is not only important for its role in improving the health and wellbeing of individuals, it also has a wider role in creating sustainable communities. Benefits include among other things:

- Stimulating regeneration and community development;
- Reducing crime and anti-social behaviour;
- Enhancing individuals' happiness, social and cultural wellbeing, as well as their physical and mental health;
- Creating and supporting economic growth; and
- Providing new opportunities for children and young people

Policy E11 aims to promote healthy lifestyles, encourage physical activity and provide new/improved sports, leisure and recreation facilities throughout the Havant Borough, including the provision of sport and associated facilities which take advantage of the area's natural environment and heritage. Please see Appendix D for more information.

10.1.3 Key Projects: KP3 Hayling Island

Hayling Island has a high quality natural environment and is regarded as the birthplace of windsurfing. There has been a national rise in domestic holidays in recent years and with an expected rise in international visitors over the next ten years, there is a key opportunity to reinvigorate the island into a destination with its own identity that complements others on the south coast, such as Southsea, Brighton and Bournemouth.

Hayling Seafront offers excellent leisure facilities for residents and visitors and supports a wide range of natural habitats. There is a need for carefully balanced seafront investment that will maintain and complement its existing character. Enhanced recreation facilities have the potential to increase visitor appeal all year round and improve the local population's health and wellbeing. The seafront character varies with both lively and tranquil stretches that equally contribute to its broad appeal. It is essential that provision for recreation complements the seafront landscape and respects its intrinsic natural value.

The Council owns a great deal of land in this part of the island and so will be a major player in the regeneration of sites. Future proposals on the identified areas on south Hayling Seafront will seek to

create distinct, but linked localities offering a range of shops, services and facilities with improved connectivity between the different areas of the seafront.

There is also an opportunity for the island to offer excellence in marine leisure. There are three marinas and three sailing clubs on the island, each attracting visitors and local users. These facilities, together with the seafront itself, have the potential to provide significantly enhanced and additional commercial and leisure activities, subject to development being sensitively designed to respond to the island's environmental designations. More information on policy KP3 can be found in Appendix D.

17 10.2 Recreation, amenity and tourism on Hayling Island

10.2.1 Recreation

Sheltered by the Isle of Wight, the waters of the Solent offer perfect conditions for a variety of other water sports; including sailing, power boating, jet skiing, kitesurfing, paddle boarding and kayaking. Many of these activities on Hayling Island take place in an informal way with little in the way of marketed pay-and-play visitor experiences.

Development of a water sports hub at West Beach coupled with a sensitively-developed beach-based accommodation offer could help to differentiate and re-brand Hayling Island seafront as the home of coastal water sports.

Leisure marine represents another key sector for Hayling Island's economy with significant opportunities for further growth. Hayling Island sits within Hampshire's wider Solent region where around 3,000 marine businesses are based. The UK has the largest marine sector in Europe and employs over 360,000 people, contributing £19 billion gross value added to the economy²⁰.

Hayling Island features three major marine facilities, offering berthing and support services for leisure boat owners. Across the UK, marinas and mooring facilities contributed £222 million to the economy in 2016. Research undertaken in collaboration between British Marine and Visit Britain in 2015 indicated that around five million domestic holidays that year involved some form of boating activity, contributing £1.7 billion via direct and indirect tourism spend²¹. There are around 690,000 boat-owning households in the UK²².

The leisure boating heritage of the Solent area contributes to its continued appeal and popularity and presents opportunities to develop the marine leisure offer with a strong brand appeal. The Northney Marina site presents particular opportunities for economic growth.

The Hayling Billy trail runs along the old railway line from the north of the Island down to Sinah Lane. It is well used by walkers, cyclists and horse riders but does not feature an all-weather, year round surface. To encourage further use and improved connectivity, resurfacing and lighting may be required. Part of the route may need to move in-land to avoid areas of coastal erosion where the Shoreline Management Plan (SMP) policy is for No Active Intervention (NAI).

The vision for the leisure regeneration of the Hayling Seafront takes a zonal approach to maximise commercial viability, appeal to different but interconnected leisure markets, and maximise enhancing and preserving the open sea views and character of this area.

²⁰ <https://www.havant.gov.uk/sites/default/files/documents/Hayling%20Seafront%20Regen%20Study%20Reduced%20size.pdf>

²¹ <https://britishmarine.co.uk/Services/Growth/Statistics-and-Market-Research/Headline-Statistics-and-Infographics>

²² <https://www.rva.org.uk/newsevents/news/Pages/participation-in-boating-activities.aspx>

10.2.2 Tourism

Hayling Island is often considered as one of the UK's last traditional seaside resorts. The listed Royal Hotel built in 1825, along with a nearby Bath House and bathing machines attracted wealthy holiday makers to the Island. By 1909, beach huts and bathing tents were established along the Hayling Island beach. The Hayling Billy Line was an important connection, bringing tourists to the island. As a result, holiday camps flourished during the 1950s.

From the 1960's, the typical British seaside resort holiday went into decline as a result of international air travel. Consequently, Hayling Island's thriving holiday camps also declined.

Hayling Island offers a rich cultural, historic and environmental legacy as a leisure destination whose genesis as a pre-Victorian exclusive health resort evolved into mass tourism and the development of the holiday camps. This formed the foundation of a water-sports offer, based around being the worldwide home of windsurfing, following local resident Peter Chilvers' invention of the first windsurf board in 1958

Coastal tourism in the UK is strong, regularly attracting over a third of all domestic holidays and 15% of international visits. However, visitor expectations have moved on significantly in recent decades and visitors are increasingly seeking out high quality, experience-led short breaks, staying in unique locations.

Hayling Island is well-placed to capitalise on future leisure trends and build upon a local tourism economy, with the local tourism sector remaining vibrant; attracting over £190 million annually in visitor spend and supporting 4,440 local jobs, as shown in Figure 10-1 below. Hayling Island's tourism sector is dominated by a small number of national chains, including Bourne Leisure, Away Resorts and Parkdean Holidays. These achieve high levels of occupancy within the lower to mid-market range, where price and demand is highly sensitive.

Tourism remains a significant employer on the island, helping to encourage working age families to stay and work locally. Sustaining and developing local employment on the island will help to reduce the impacts of commuting to the mainland and the effects this has on traffic.

	2007	2016
Total staying visitor trips	350,000	356,000
Total staying visitor spend	£54m	£68.4m
Total number of day visits	1.9m	2.2m
Total day visitor spend	£62m	£94m
Total direct & indirect visitor spend within the borough inc. visits to friends & family and second homes	£161m	£190m
Total number of actual jobs supported by tourism activities within the Borough	3,400	4,400

Figure 17-1 Volume and Value of Tourism, Havant Borough (unadjusted for inflation)²³

²³ <https://www.havant.gov.uk/sites/default/files/documents/Hayling%20Seafront%20Regen%20Study%20Reduced%20size.pdf>

10.2.3 Amenity

The report on Economic Impact of Tourism in Havant (2016), prepared by Tourism South East (2017), identified a need from those surveyed for the following on Hayling Island:

- Additional food and beverage outlets;
- Improved short-stay accommodation offerings;
- Improved transport between locations and activities, particularly along the seafront;
- Activity equipment for hire, such as water sports;
- Greater activities available for children;
- Availability of BBQ / outdoor eating and socialising facilities, or for hire; and
- Toilet, changing and showering facilities.

18 10.3 Recreation, Amenity and Tourism Opportunities

10.3.1 Wider beaches and promenades

Where construction and maintenance of defences are required along the seafront, there may be opportunities to widen and raise beaches and promenades to improve access and provide additional seating for visitors.

This has recently been completed at Avon Beach in Christchurch and can be seen in Figure 10-2 below, following £89,320 of funding received from the successful Dorset Coastal Connections bid to the Coastal Communities Fund in 2017,



Figure 18-2 Completed widening of beach promenade at Avon Beach, Christchurch²⁴

10.3.2 Improved accessibility and connectivity to the coast for sport and recreation

Proposals for new and innovative forms of short-term visitor accommodation, as well as a high-quality range of food and drink outlets, will support the existing leisure offer on Hayling Island and help to encourage a higher visitor spend along the seafront.

²⁴ <https://www.bournemouthcho.co.uk/news/16193489.major-beach-promenade-project-completed-ahead-of-summer-months/>

A hub for water sports, health and wellbeing is proposed at West Beach, to enable visitors to experience the landscape through activities such as walking, cycling, running and water sports.

Eastoke comprises a leisure-focussed site with a mixture of paid-for and free small-scale recreation facilities that are attractive to both residents and visitors of Hayling Island. Activity should be encouraged all year round at this part of the seafront, through the provision of relaxed and modern beach-front food and drink offerings.

There is a real opportunity to improve the connectivity and link key spaces, features and facilities on Hayling Island. Creating a journey between sites will help connect the seafront. Access is a key component, and at present is not fulfilled on the island. There is an opportunity to improve the landscape to encourage walking and cycling through clearer, accessible, safe and attractive routes through resurfacing and improved lighting and introduce street furniture that has been thought through with the local surroundings to help create a sense of place and capture the views of the Solent.

There is an opportunity to create a network of spaces that would encourage and sustain more physical activity on the island. In well-connected spaces, people are more likely to walk and cycle and sustain these physical activities for longer durations²⁵.

Through the introduction of clearer routes and wayfinding, residents and visitors to the island could increase their awareness and enjoyment of Hayling Island. Implementing these can also help develop a distinctive local identity and sense of place and encourage people to be physically active. Whether it be through walking or cycling, people could take advantage of the natural landscape and amenities which are currently under used. There is also an opportunity for improved sustainable transport routes, connecting the Hayling Ferry and coastal paths such as the Billy Trail and Eastoke Coastal Footpath. This has been successfully achieved through the use of street furniture along the Littlehampton Promenade and through dual cycle and footpaths connecting the North Portsea Island coastline, as shown in Figure 10-3 below:



²⁵ <https://www.sportengland.org/media/13918/designing-for-physical-activity-routes-and-wayfinding.pdf>

Figure 18-3 Street Furniture connecting areas along Littlehampton Promenade (top Left / right)²⁶, dual cycle/ footpath connecting the North Portsea Island Coastline (bottom image)²⁷

10.3.3 Provision of new facilities such as beach huts, showers and changing rooms

The existing West Beach site has retained much of its natural beauty, despite development to the East of the site. Both the beach and the green area behind are kept fairly untouched and are loved by visitors and residents alike. However, the existing café and toilet facilities on this part of the site are outdated. The location does not seem to have been properly considered to make the most of the views to the Solent, whilst the existing street furniture is unattractive and of poor quality.

Inspiration can be taken from Bournemouth's Seafront Strategy; an ambitious long-term plan that aims to develop a world-class seafront that will enhance the natural assets of the coastline and create public spaces and facilities that will inspire new generations of visitors. As part of the Strategy, during summer 2015, the facilities at Durley Chine were significantly redeveloped to include a glass-fronted café offering superb views, a beach office, public toilets and improved lighting, beach huts, seating and promenade surfacing (Figure 10-4).



Figure 18-4 Completed restaurant and public facilities at Durley Chine, Bournemouth²⁸

Improvements completed in early 2018 to Bournemouth's Pier Approach have transformed it into a fluid and united space, providing the ultimate beachfront and promenade experience with widened walkways, elegant planting and welcoming lighting to encourage visitors to stay longer on warm summer evenings.

The area is home to thriving restaurants, cafes and venues offering family-friendly activities, in addition to an interactive water play area and plenty of seating options.

²⁶ <https://www.lida-design.co.uk/work/portfolio/littlehampton/>

²⁷ <http://www.escp.org.uk/tipner-lake>

²⁸ <https://studiofourarchitects.com/durley-chine-restaurant-bournemouth/>

Phase one kicked off the improvements at Pier Approach with an initial £4 million investment scheme delivered in the winter of 2014/15 on the eastern side of Pier Approach which provided landscaping, a water-play area and a new tourist information centre.

Work on the second phase of improvements to Pier Approach started in Autumn 2017 and were completed in May 2018.

Funded by a £1.9 million Coastal Communities grant from central Government, improvements to the public realm included new landscaping, granite paving offering wider walkways and elegant planting. Innovative high-capacity semi-submerged bins encourage visitors to be responsible with their litter and dispose of it carefully.

Together these phases tie the whole of Pier Approach together as one united and welcoming space (Figure 10-5).



Figure 18-5 Pier Approach, Bournemouth²⁹

²⁹ <https://www.bournemouth.gov.uk/AttractionsLeisure/BeachesandWaterfront/ImprovingtheSeafront/PierApproach.aspx>

10.3.4 Leisure accommodation

Havant Borough Council's Local Plan 2036 has identified an opportunity at Beachlands to create short-stay leisure accommodation and develop properties, including detached, semi-detached, terraced and apartment buildings (Figure 10-6).



Figure 10-6 Potential designs for short-stay accommodation proposals at Beachlands Regeneration Site, Hayling Island³⁰

³⁰ <https://www.havant.gov.uk/sites/default/files/documents/Hayling%20Seafront%20Regen%20Study%20Reduced%20size.pdf>

19 10.4 Recreation, Amenity and Tourism Opportunities by ODU

ODU	ODU location	Opportunities
ODU 1	Hayling Bridge to Northney Farm	Northney Regeneration Area: improved activity and social spaces with the provision of additional retail and food and beverage outlets.
ODU 2	Northney Marina	Improved tourism and recreation opportunities through interaction with the environment and wildlife within the harbour.
ODU 3	Northney Farm to Gutner Lane	
ODU 4	Chichester Road to Mill Rythe Junior School	Improve tourism and recreation opportunities through interaction with the environment and wildlife in the harbour by linking with the coastal path and marina facilities at Hayling Yacht Haven
ODU 5	Mill Rythe Junior School to Salterns Lane	Improved recreation opportunities in combination with the schools and holiday parks through interaction with the environment and wildlife within the harbour.
ODU 6	Salterns Lane to Wilsons Boat Yard	
ODU 7	Wilsons Boat Yard to Fishery Creek	
ODU 8	Eastoke	Southwood Road Regeneration Area. Promotion of tourism through improved short-stay accommodation, food, beverage and retail outlets. Provision of additional leisure/activity offerings and facilities. Improved connectivity between other key sites along the seafront. Potential for multi-use defences.
ODU 9	Eastoke Corner to Inn on the Beach	Eastoke Corner Regeneration Area: mixed-use development – retail, residential, leisure, food and drink. Beachlands Regeneration Area: mixed-use development – retail, residential, leisure, food and drink. Creation of water sports and activity hub with the provision of additional facilities.
ODU 10	Inn on the Beach to Ferryboat Inn	West Beach Regeneration Area: mixed-use development – leisure, food, drink and holiday accommodation. Improved tourism and recreation opportunities through interaction with the environment and wildlife within the harbour.
ODU 11	Ferryboat Inn to North Shore Road	Billy Trail Coastal Path: improved tourism and recreation opportunities through interaction with the environment and wildlife within the harbour. Improved amenity offering.

ODU 12	North Shore Road to Stoke	Billy Trail Coastal Path: improved tourism and recreation opportunities through interaction with the environment and wildlife within the harbour.
ODU 13	Newtown	
ODU 14	Stoke to Langstone Bridge Carpark	Improved tourism through new crossing to Hayling: pedestrian / cycle / autonomous vehicle bridge, Park and Ride scheme Improved recreation provision and amenities.
ODU 15	Langstone Bridge Carpark to Langstone Bridge	Northney Regeneration Area: improved activity and social spaces with the provision of additional retail and food and beverage outlets.

11 Environment

Hayling Island is surrounded by international and national marine environmental designations, as well as a number of nationally designated terrestrial areas, local nature reserves and primary and secondary support areas for Solent Waders and Brent Geese. The natural environment is integral to the island and as such there are numerous opportunities to improve access to, increase biodiversity and enhance the natural environment as part of future FCERM schemes.

Many of Hayling Islands ecosystems, under a do-nothing scenario (from an FCERM perspective) is expected to adversely impact a number of the Ecosystem Services on the island. Most notably, crop production and raising livestock, climate regulation, coastal hazards, tourism and recreation, aesthetic values and wild species diversity (AECOM,2019).

The Do Nothing scenario (from an FCERM perspective) is expected to adversely impact a number of the Ecosystem Services on the island. Most notably, crop production and raising livestock, climate regulation, coastal hazards, tourism and recreation, aesthetic values and wild species diversity.

20 11.1 Key Environmental Assets

11.1.1 Marine designations

The following marine environmental designations around the Hayling Island coastline are shown in Figure 11-1 overleaf.

Solent Maritime Special Area of Conservation (SAC)

The SAC comprises a unique site of linked estuaries and dynamic marine and estuarine habitats. The site has the largest number of small estuaries in Great Britain. Habitats include intertidal mudflats and sandflats, subtidal sandbanks and saltmarsh. It is the only area to support all four species of cordgrass (*Spartina*) found in the UK.

Langstone and Chichester Harbours Special Protection Area (SPA)

The SPA contains extensive intertidal mudflats, sandflats, saltmarsh, coastal lagoons, coastal grazing marsh, shingle ridges and islands which support internationally and nationally important numbers of overwintering and breeding bird species (93,230 individual species) including dark bellied Brent geese, the Sandwich tern and Little tern.

MARINE ENVIRONMENTAL DESIGNATIONS - HAYLING ISLAND

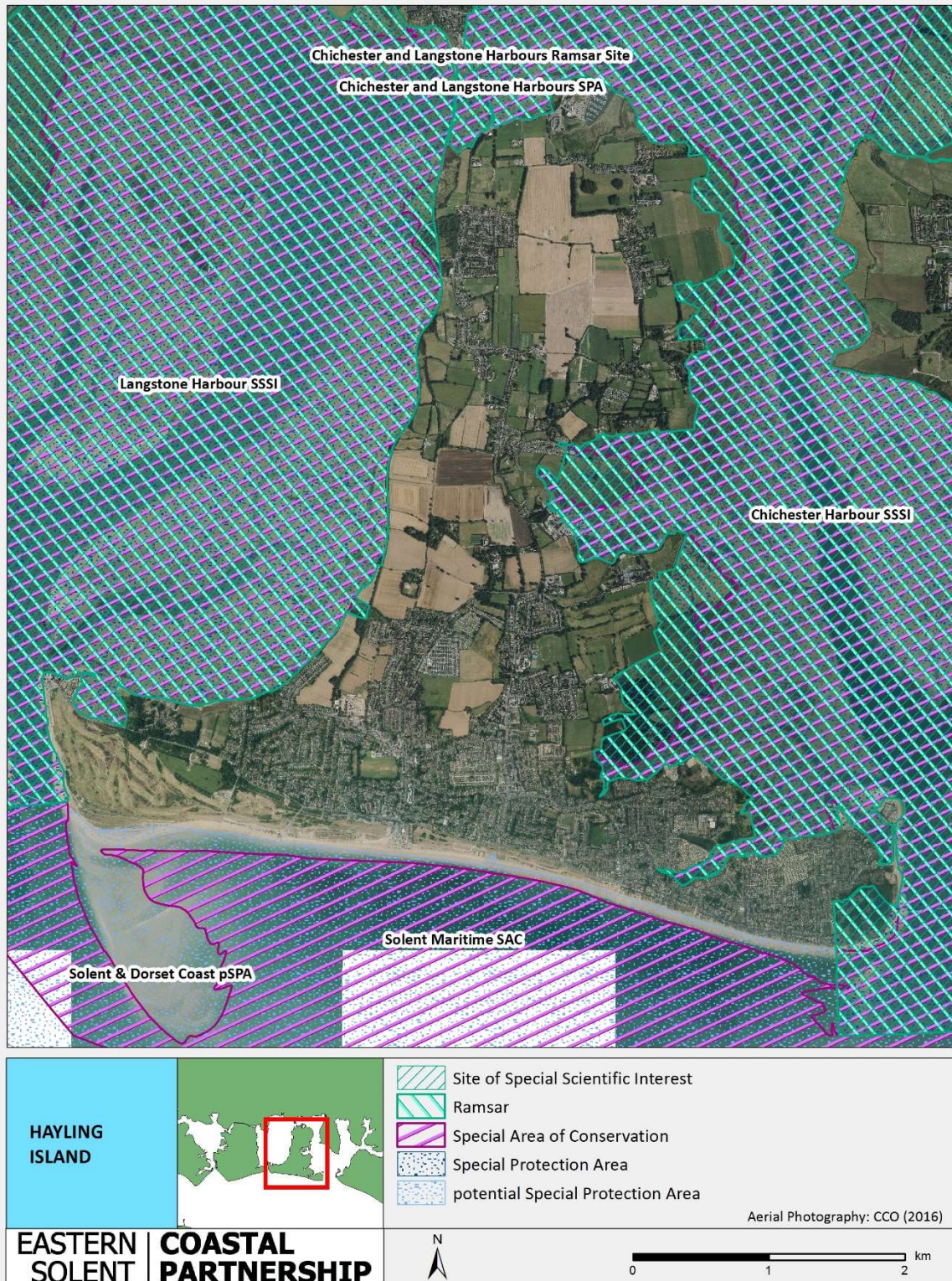


Figure 20-1 Marine environmental designations.

Solent and Dorset Coast SPA

This proposed SPA includes sub-tidal areas not included in the existing SPAs, which support internationally important populations of common tern, sandwich tern and the little tern. The area is important to these birds as the sea around their breeding colonies is ideal for plunge diving for food.

Langstone and Chichester Harbours Ramsar

The Ramsar site includes large, sheltered estuarine basins comprising extensive sand- and mud-flats exposed at low tide. These mud-flats are rich in invertebrates and also support extensive beds of algae, and eelgrasses. The basin contains a wide range of coastal habitats supporting important plant and animal communities and is of particular significance for waterbirds, especially in migration periods and in winter.

Langstone Harbour Site of Special Scientific Interest (SSSI)

Langstone Harbour is designated for its extensive mudflats, eelgrass and largest area of mixed saltmarsh on south coast. The site supports high densities of intertidal invertebrates and large populations of migrant and overwintering waders and wildfowl. The site includes Farlington Marshes and Southmoor. Farlington Marshes comprises of both brackish and fresh marsh, large lagoon with reedbeds. It is a vital high water roost for the Harbour and feeding ground for Brent geese.

Chichester Harbour SSSI

Chichester Harbour SSSI site is designated for its biological features and is also a Geological Conservation Review site (GCR) for the low cliffs east of Langstone and sand dune and shingle system at East Head. At low water the harbour has extensive exposed mudflat and sandflats and is of particular significance for wintering wildfowl and waders and also breeding birds, both within the harbour and in the surrounding permanent pasture fields and woodlands.

11.1.2 Terrestrial designations

The following terrestrial environmental designations on Hayling Island are shown in Figure 11-2 overleaf.

Sinah Common SSSI

Includes a complex of maritime habitats including Gunner Point at the western end which contains the most extensive sand dunes and vegetated shingle beach in Hampshire. The SSSI is notified for coastal habitats including; vegetated shingle, acid grassland, dunes and small areas of saltmarsh. The designation is also notified for the endangered childing pink (*Petrorhagia nauteuillii*) plant which occurs at just two sites in Britain.

Gutner Point Local Nature Reserve (LNR)

The reserve, located on the east of Hayling Island, comprises grassland, saltmarsh and inter-tidal mudflat extending into Chichester Harbour. Gutner Point is home to one of the largest high tide roosts in Chichester Harbour. The Reserve is owned by Hampshire County Council (HCC) and managed by the Hampshire Countryside Service.

West Hayling LNR

This LNR is located in the north west of Hayling Island on the site of historic oysterbeds. The reserve is home to tens of thousands of seabirds, both native and migratory, due to the abundance of marine invertebrate life in the surrounding thousands of hectares of intertidal mudflats. The Reserve is owned by HBC and managed jointly with the Royal Society for the Protection of Birds (RSPB).

Hayling Billy LNR

This Reserve follows the old route of the Hayling Billy train, with beautiful views of unspoilt sections of Langstone Harbour. The reserve is owned by HCC and managed by the Hampshire Countryside Service.

TERRESTRIAL ENVIRONMENTAL DESIGNATIONS - HAYLING ISLAND

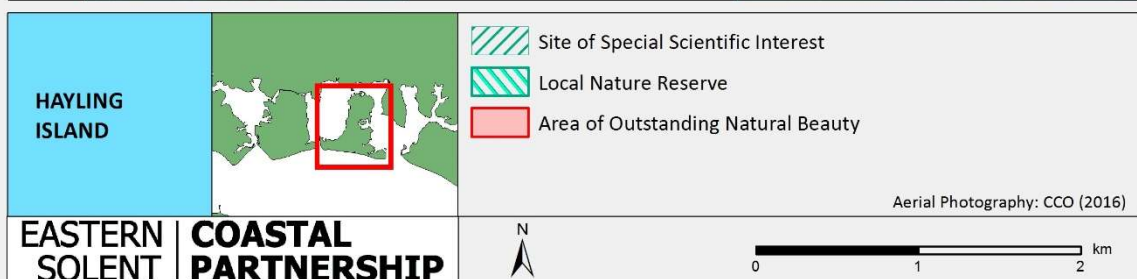


Figure 20-2 Terrestrial environmental designations.

The Kench LNR

The Kench, located in the south west of Hayling Island, comprises a tidal inlet and saltmarsh which is important as a sheltered feeding area for birds at low tide. At high tide the shingle ridge acts as a roost for waders. The reserve is owned by HCC and managed by the Hampshire Countryside Service.

Sandy Point LNR

The reserve, located at the south eastern corner of Hayling Island, comprises coastal dune, heath shingle, scrub and grassland supporting rare plants and insects. The site is also a SSSI and is important for migrant birds with a rough hedgerow acting as a migration corridor. Sandy Point is one of the few sites in Hampshire where the Dartford Warbler successfully breeds. Sandy Point LNR is owned by HCC but managed by the Chichester Harbour Conservancy.

Chichester Harbour Area of Outstanding Natural Beauty (AONB)

Chichester Harbour AONB is designated for being one of the few remaining undeveloped coastal areas in Southern England. It is a major wildlife haven with intricate creeks, tidal inlets, saltmarsh and mudflats and a narrow harbour mouth connecting the harbour with the sea. Around 55,000 birds are resident or visit the harbour throughout the year, including species such as Brent Geese, Dunlin and Little Egrets³¹.

21 11.2 Havant Borough Council Local Plan 2036

Through Policies E5, E14, E15, E16 and E17, the Havant Borough Local Plan 2036 recognises the importance of the environment and landscape within the borough.

11.2.1 E5: Chichester Harbour Area of Outstanding Natural Beauty

Policy E5 seeks to minimise the impact of individual planning proposals on the Chichester Harbour AONB by carefully assessing their cumulative effects. Proposals must demonstrate that they conserve and enhance the special qualities of the AONB; provide mitigation for detrimental effects caused or landscape enhancement to address existing harm; and are appropriate to the economic, social and environmental wellbeing of the area. Please see Appendix D for more information.

11.2.2 E14: The Local Ecological Network

Policy E14 seeks to ensure that all development within the Havant Borough protects, conserves and enhances the Borough's Local Ecological Network. This will be achieved through ensuring that new developments result in biodiversity net gain, avoid fragmentation of the Local Ecological Network, and that appropriate identification, management and mitigation have been considered where developments are expected to impact upon International, National and/or Local Nature Designations. Please see Appendix D for more information.

³¹ <https://landscapesforlife.org.uk/about-aonbs/aonbs/chichester-harbour>

11.2.3 E15: Protected species

Policy E15 aims to minimise the impact of developments on protected species and/or their supporting habitats, by ensuring that any developments which are likely to adversely impact upon these undertake appropriate surveys to establish their presence or absence. Please see Appendix D for more information.

11.2.4 E16: Solent SPAs

Policy E16 aims to ensure that new dwellings provide appropriate mitigation against their likely significant effect on the Solent SPAs. Please see Appendix D for more information.

11.2.5 E17: Solent wader and Brent goose feeding and roosting sites

Policy E17 seeks to minimise the impact and conserve the integrity of sites which are used by Solent waders and/or Brent Geese, by ensuring that development proposals on or adjacent to these sites will require a project level Habitats Regulations Assessment (HRA) and, if necessary, an Appropriate Assessment. Appropriate levels of development and the necessary mitigation will be defined for those sites which are designated as Core Areas or Primary/Secondary Support Areas.

Brent Goose and Wader feeding and roosting sites on Hayling Island and throughout the wider Havant Borough are shown in Figure 11-3 overleaf.

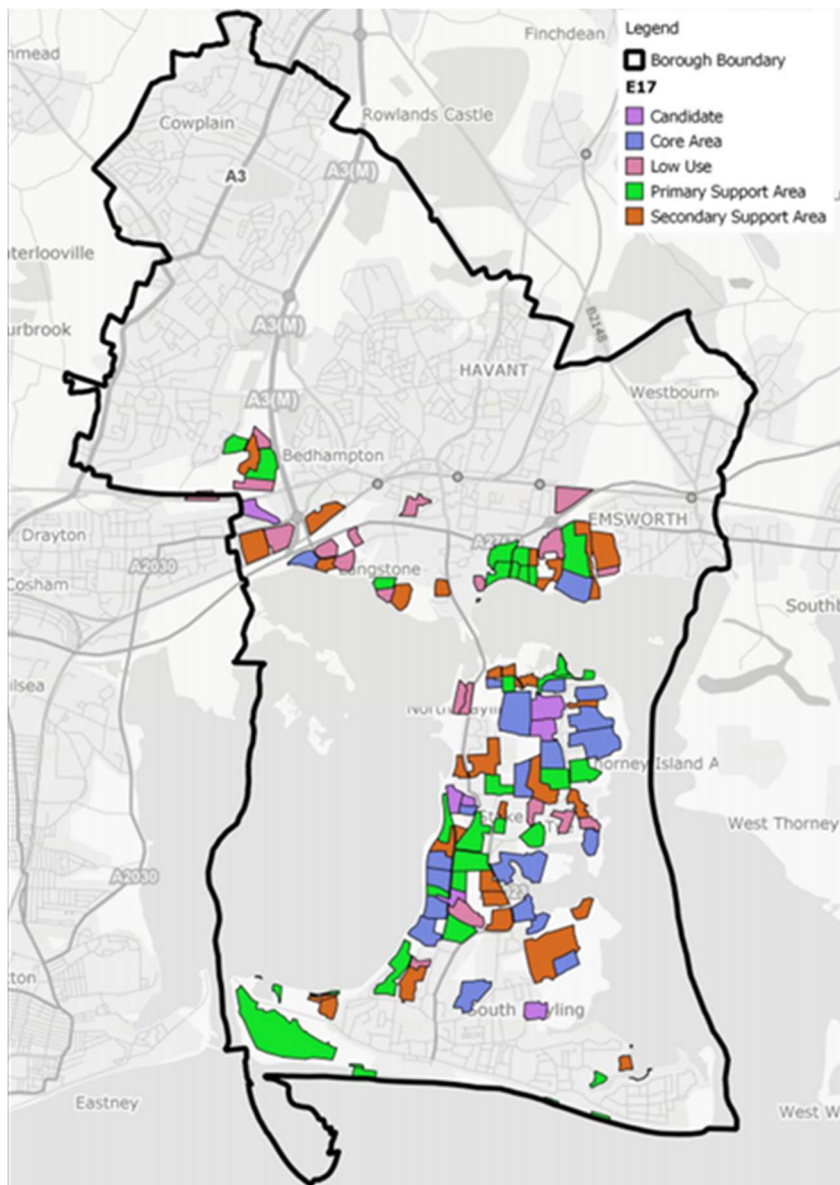


Figure 21-3 Brent Goose and Wader Feeding and Roosting Sites in the Borough of Havant³².

22

23 11.3 Environmental Broader Outcome Opportunities

11.3.1 Habitat Creation

Compensatory habitat sites are required when European Designated Sites (Natura 2000) are damaged, reduced or fragmented in some way as a result of FCERM schemes, and to compensate for the effects of coastal squeeze and saline inundation resulting from rising sea levels.

³² Havant Borough Council, 2019

Across the Solent and South Downs (SSD) area there has been a reduction in European Designated Sites (Natura 2000), either via the direct encroachment of coastal defences or through coastal squeeze, resulting from the combination of rising sea levels and 'Hold the Line' (HTL) SMP policies.

The intertidal habitat losses expected throughout the remainder of Epoch 1 (2005-2025) and in Epochs 2 (2025-2055) and 3 (2055-2105) of the 100-year SMP period were calculated through the Regional Habitat Creation Programme (RHCP). The outstanding habitat creation targets for the SSD RHCP area are:

- 20ha of saltmarsh by 2025
- 149 ha of saltmarsh and 1ha of coastal grazing marsh between 2026 and 2055
- 167 ha saltmarsh and 6 ha of coastal grazing marsh between 2056 and 2105

The Solent and South Downs RHCP is currently focused on creating saltmarsh habitat as there is an urgent need to create an additional 20 ha of this habitat type in the current epoch and saltmarsh is predicted to have the greatest area of loss over the next 100 years. Saltmarsh (Figure 11.4) provides important feeding grounds for birds, nursery areas for small fish and habitat for rare invertebrate species.

The RHCP has identified potential sites in the Solent and South Downs area for saltmarsh habitat creation opportunities, including some sites on Hayling Island at Northney and in the northeast of the island. These sites have been prioritised based on how likely it is that they could be implemented as there are many barriers to managed realignment, such as the physical characteristics of the site, landowner concerns, opposition from communities, presence of infrastructure and/or utilities and the potential loss of important landward freshwater habitats and bird roosting sites.

Meeting the habitat creation targets in the Solent and South Downs RHCP is a legal requirement and is essential to ensure that FCERM schemes can continue to be delivered for communities in our area.

Key factors affecting site selection for salt marsh or mudflat habitats are similar, and include the following³³:

- Proximity to similar habitats (indicating potential for successful creation);
- History of previous habitat at the site;
- Site elevation and tidal inundation;
- Site gradient;
- Drainage;
- Sediment supply and the ability to adjust to sea level rise;
- Salinity; and
- Water quality.

³³ http://www.estuary-guide.net/pdfs/FD1917_3415_TRP.pdf



Figure 23-1 Saltmarsh habitat east Hayling Island.

11.3.2 Improved access to the environment and wildlife

Creation of wildlife reserves provide a controlled way to manage and allow enjoyment of the environment and wildlife by enthusiasts and the public. Access, infrastructure and education are important aspects.

Future FCERM schemes could provide opportunities to incorporate access provision to Hayling Islands environmental areas. There are opportunities for improved signposting, which is attractive and easy to follow, and improved access routes through environmentally important areas, for example at the five LNR's on the island and at Sinah Common. Bird hides provide quiet, unobtrusive observation points, but need to be sensitive to the site.

The Tipner project in Portsmouth, enhances the use of bird hides (Figure 11-5) and landscaped areas. The wider vision for Tipner Lake is to create: *'A series of beautiful and diverse open spaces and habitats, where people and nature co-exist in harmony. Continuous safe leisure and commuter routes for cycles and pedestrians will circumnavigate the island. A unique area offering a fantastic quality of life within a remarkable landscape and waterfront setting³⁴.*

³⁴ LDA Design (2017) Tipner Lake Detailed Design Report



Figure 23-2 Example bird hide at Tipner, North Portsea Island Scheme.

Nature tourism and recreational bird watching can have a negative impact on the environment unless conducted with due care and consideration. Bird hides (Figures 11-6 and 11-7) prevent disturbance to bird species and can enhance the landscape while allowing nature enthusiasts and bird watchers to view the wildlife in a location sympathetic to the surrounding environment. Bird hides would help reduce disturbance to roosting and feeding birds at key sites around Hayling Island including at Gutner Point, Sandy Point, The Kench and West Hayling LNRs.



Figure 23-3 Example bird hides from Northwoods Design³⁵.

³⁵ <http://www.northwoodsdesign.org/bird-hide.html>



Figure 23-4 Example bird hides³⁶.

11.3.3 Information and education

There are also opportunities to improve the quality of information and interpretation boards relating to the environment on the Hayling coast to enhance visitor understanding, enjoyment and appreciation of the area. Incorporating a design linked to the environment feature, habitat or species of interest could be an interesting design feature of an FCERM scheme (Figures 11-8, 11-9 and 11-10).



Figure 23-5 Isle of Rum information signs³⁷.

³⁶ <https://www.biotope.org.uk/bird-hides>

³⁷ <https://www.wildlochaber.com/the-small-isles/wildlife/isle-of-rum>



Figure 23-6 Example interpretation boards³⁸.

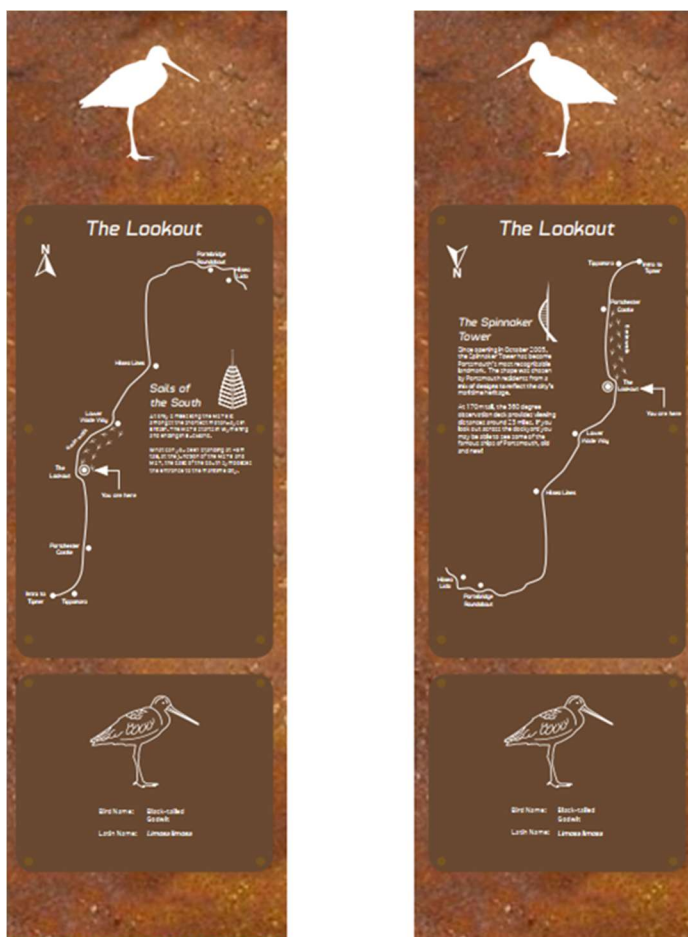


Figure 23-7 Totems, Tipner, North Portsea Island Scheme.

³⁸ <https://osisdisplay.co.uk/services/interpretation-boards-signage/>

11.3.4 Ecological enhancements

Ecological enhancements aim to improve the ecological ‘quality’ of an existing or new coastal defence structure. Ecological enhancements can be classified as ‘general’ or ‘specific’ in nature³⁹. General ecological enhancements aim to provide overall benefits for ecology, while specific ecological enhancements target specific species or habitats.

General ecological enhancements can be made by arranging rock to maximise void spaces, by using rougher surface materials in the design or by positioning the structure lower in the tidal frame. Specific ecological enhancements can be included in the design of new defences on the island in the future, such as rock pools, or retrofitting elements after construction.

Eco Formliners

Eco formliners are textured surfaces included in the design of the defence, comprising a combination of grooves and pits in the surface to encourage ecological colonisation and increase biodiversity. Examples of textured surfaces used are shown in Figure 11-11.

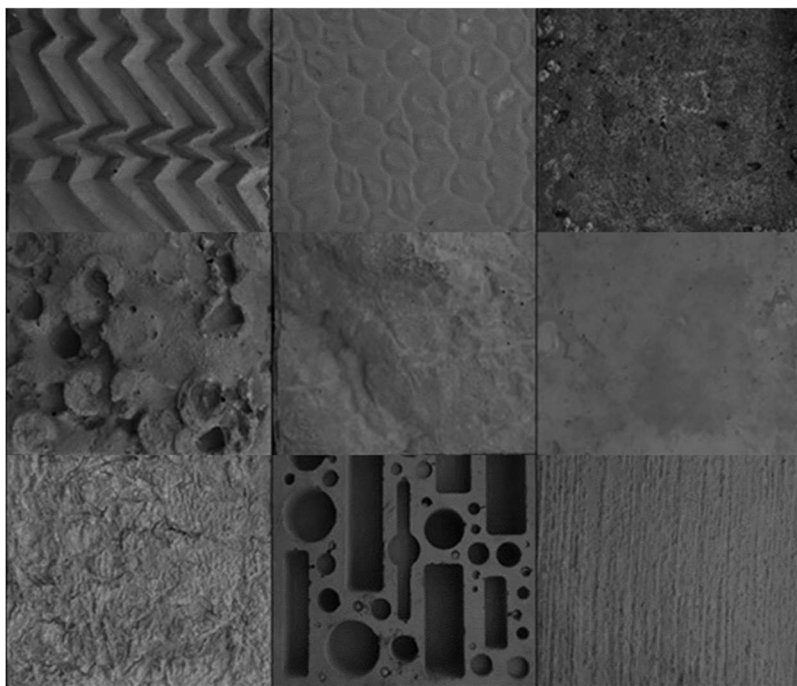


Figure 23-8 Examples of textured eco formliners⁴⁰.

Tidal Pools

Artificial tidal pools are ecological enhancements that mimic natural rock pools. Tidal pools can be added to seawalls and breakwaters to increase biodiversity⁴¹. There are different forms of artificial rock pool available for use with seawalls and breakwaters:

- On new seawalls, spaces can be incorporated which are fitted with shelves which extend horizontally from the wall. EConcrete modular units can also be incorporated into the design to enhance marine biodiversity and generate marine habitat (Figure 11.12). These units add

³⁹

http://www.solentforum.org/solent/managing_our_coast/coastal_defence/Ecological_Ehancement/Ecological_Enhancements_in_the_Planning_Design_and_Construction_of_Hard_....pdf

⁴⁰ <https://www.sciencedirect.com/science/article/pii/S259029031930001X>

⁴¹ <http://urbanmarineecology.org/artificial-rock-pools/>

strength to the wall, reduce maintenance and increase the residual life as biogenic material accumulates.

- On existing vertical seawalls, there are several methods available:
 - Drilling: Small rock pools can be generated by drill coring directly into the structure (Figure 11-13a)
 - Flower pots: Larger structures resembling flower pots can be integrated into existing vertical walls to form larger rock pools (Figure 11-13b)
 - Vertipools: Are similar to the flower pot approach in function, created by 'Artecology', a collaboration between ecological consultants and public artists (Figure 11-13c)
- Incorporation into existing or new breakwaters:
 - BIOBLOCKS: Concrete blocks designed by academics that include rock pools and other enhancement features (Figure 11-13d)
 - EConcrete Tide Pool Armor: Rock pools made of specialised 'bioactive' concrete (Figure 11-14). The pools mimic natural rock pools to encourage and increase biodiversity. These have been integrated into a rock revetment as part of the North Portsea Island Scheme.



Figure 23-9 EConcrete modular seawall units⁴².

⁴² https://econcretetech.com/wp-content/uploads/2018/05/EConcrete_Case_Study_SeaWall_Tech_Jan_2018.pdf



Figure 23-10 (A) Drilled rock pools, (B) Flower pot rock pools, (C) Vertipool, (D) BIOBLOCK rock pools⁴³.



Figure 23-11 ECOConcrete Tide Pool Armor⁴⁴

Artificial islands

The creation of artificial islands (Figure 11-15) in the intertidal zone helps provide secure nesting and roosting sites. Evidence from the RSPB has shown that many bird species prefer the islands to mainland locations with similar habitats and features.

The location of artificial islands will influence their use, with those further from the shore supporting higher densities of birds. Islands in front of bird hides also help concentrate the birds in a specific location, reducing disturbance to the birds. Key locations on Hayling where artificial islands could be beneficial include Gutner Point LNR, West Hayling LNR and The Kench LNR.

⁴³ <http://urbanmarineecology.org/artificial-rock-pools/>

⁴⁴ https://econcretetech.com/wp-content/uploads/2018/05/ECOConcrete_Case_Study_BBP_Tech_Jan_2018.pdf



Figure 23-12 Example of an artificial bird island⁴⁵.

Different construction materials and degrees of vegetation cover will also attract different breeding birds. Bird islands can be constructed in two ways. 'Deposit islands' are those where material is dumped into shallow water, and 'remnant islands' are created by excavating around an area of land and then flooding the lowered area⁴⁶. Deposit Islands can be constructed using coal slag, peat, estuarine clays, rubble, riverine soils, shingle or concrete with a sand and shingle covering. Remnant Islands usually comprise of estuarine or freshwater clays.

Planting and Seeding

There is the opportunity to enhance key sites with landscaping work. Seeding and planting key areas along the Hayling Frontage will create a pleasant environment, enhancing the public realm and journey between sites. Figure 11-16 below shows the extensive landscaping recently carried out at Anchorage Park, where a mixture of coastal wildflower and meadow seed, along with hedgerow screens and new trees were planted along the embankments.



Figure 23-13 Planting and Seeding carried out together with the Anchorage Park Coastal Defence Works

⁴⁵ <https://www.birdlife.org/europe-and-central-asia/artificial-islands-support-breeding-birds-sand-gravel-pits-poland>

⁴⁶ <https://www.rspb.org.uk/our-work/conservation/conservation-and-sustainability/advice/conservation-land-management-advice/artificial-islands/>

24 11.4 Environment Opportunities by ODU

ODU	ODU location	Environmental Assets	Opportunities
ODU 1	Hayling Bridge to Northney Farm		
ODU 2	Northney Marina		Ecological enhancements
ODU 3	Northney Farm to Gutner Lane		Habitat creation
ODU 4	Chichester Road to Mill Rythe Junior School	Gutner Point LNR	Bird hides Artificial islands Information & education Improved access
ODU 5	Mill Rythe Junior School to Salterns Lane		
ODU 6	Salterns Lane to Wilsons Boat Yard		
ODU 7	Wilsons Boat Yard to Fishery Creek		Ecological enhancements
ODU 8	Eastoke	Sandy Point LNR	Bird hides Ecological enhancements
ODU 9	Eastoke Corner to Inn on the Beach		
ODU 10	Inn on the Beach to Ferryboat Inn	Sinah Common SSSI	Access improvements
ODU 11	Ferryboat Inn to North Shore Road	The Kench LNR	Bird hides Artificial islands Information & education
ODU 12	North Shore Road to Stoke	Hayling Billy LNR	
ODU 13	Newtown		
ODU 14	Stoke to Langstone Bridge Carpark	West Hayling LNR Hayling Billy LNR	Bird hides Artificial islands Information & education Habitat creation
ODU 15	Langstone Bridge Carpark to Langstone Bridge		

12 Heritage

Hayling Island played a vital role in the second world war as an important Military base with a significant role in the defence of Portsmouth and in the build-up to and execution of the D-Day landings. As a result, these activities have left a mark on the coastal landscape of the island, in the form of Pillboxes, gun sites, and memorials; however, they are often overlooked by visitors and residents. There are potential opportunities for incorporating protection, enhancement and improvement of access to these heritage assets and historic sites for future generations as part of future wider FCERM schemes.

25 12.1 Key Heritage Assets

12.1.1 Hayling Island World War II Heritage Trail

The Hayling Island World War II Heritage Trail extends along the southern Hayling coastal frontage between the Hayling Ferry and Eastoke Corner (Figure 12-1). Information units are sited at six key locations to inform and educate:

1. Mulberry Harbour and Pillboxes
2. AA Gun Site
3. COPP Gallery (Inn on the Beach)
4. Railway in WWII (Station Theatre)
5. COPP Memorial
6. Landing Craft and Exercise Fabius 2 (Eastoke Car Park)

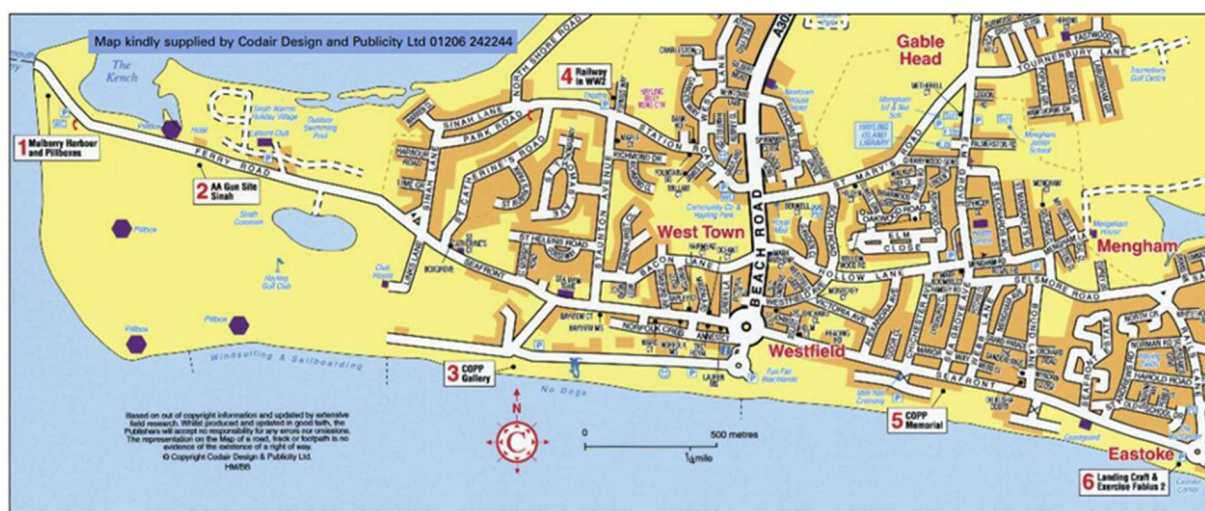


Figure 25-1 Hayling Island World War II Heritage Trail route⁴⁷.

12.1.2 Hayling Billy Heritage and Activity Trail

The Hayling Island branch line was opened in 1867 and decommissioned almost 100 years later in 1963. The railway line was important in World War II for transporting military stores, ammunition and thousands of tons of rubble used in the construction of sections of the Mulberry Harbour used in the D-Day landings.

⁴⁷ <http://www.coppheroes.org/documents/haylingatwar16ppmed.pdf>

Known previously as the Hailing Billy line, it is now used as a combined footpath, bridleway and cycleway (Figure 12-2). Interpretation panels (Figure 12-3) can be found at five key locations on the trail, containing web addresses, QR Code and NFC tags to allow access to more information about the area.

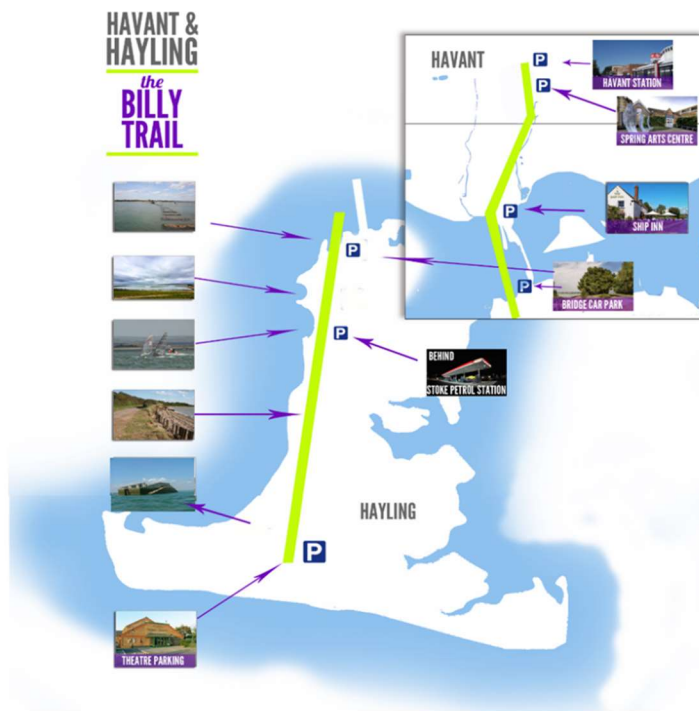


Figure 25-2 Hayling Billy Heritage and Activity Trail route⁴⁸.

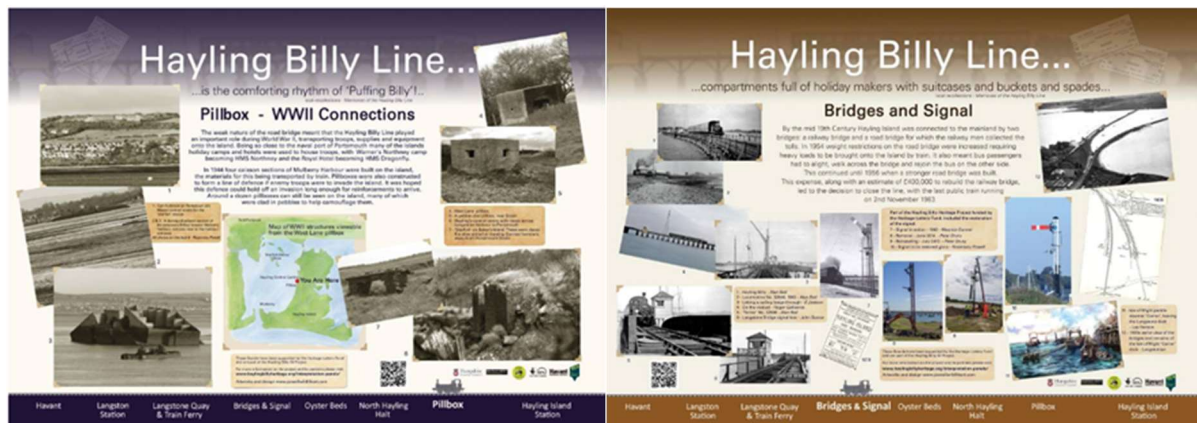


Figure 25-3 Hayling Billy Trail interpretation panels⁴⁹

⁴⁸ <http://haylingbillyheritage.org/the-route/>

⁴⁹ <http://haylingbillyheritage.org/interpretation-panels/>

12.1.3 World War II Pillboxes

There are a number of common type 22 pillboxes scattered around the island, some are accessible others are not. The majority along the coastal frontage are found in the southwest of the island close to Hayling Island golf course (Figure 12-4), and at Mengham Salterns (Figure 12-5).

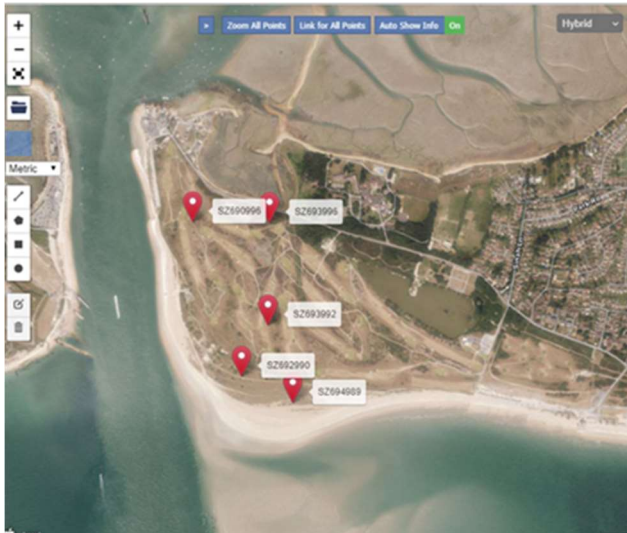


Figure 25-2 Locations of Pillboxes around Hayling Island Golf Course⁵⁰.



Figure 25-3 Pillbox at Mengham Salterns and location map⁵¹.

12.1.4 Scheduled Monuments and Listed Buildings

The location of Scheduled Monuments and listed buildings on Hayling Island are shown in Figure 12-6.

Hayling has two Scheduled Monuments. Sinah Farm Scheduled Monument in the west includes a World War II Heavy Anti-aircraft (HAA) gunsite (Portsmouth 2 (P2)) and its associated domestic camp. The control building survives now as a buried feature. Tournier Bury Scheduled Monument in the east is an Iron Age earthwork enclosure.

Of all the Listed Buildings on the island only a small proportion are located within close proximity to the coast. The Royal Hotel, 35-53 Norfolk Crescent and the Shades Public House are located along

⁵⁰ Google Maps

⁵¹ Google Maps

Seafront Road, slightly setback from Hayling's southern coast. Two further listed buildings, the Saltings and the White House, are located on the west coast along Sinah Lane.

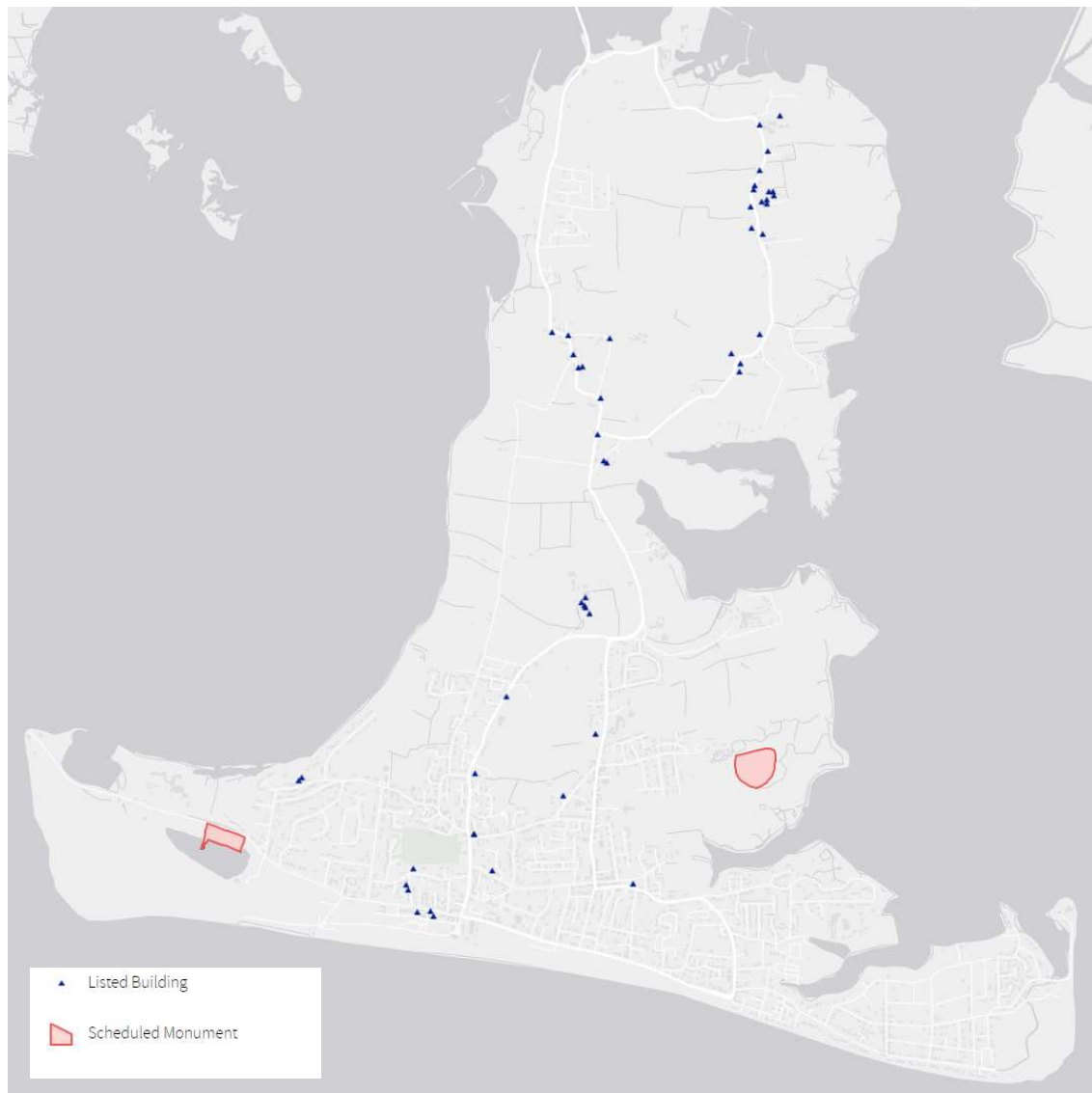


Figure 25-4 Locations of Scheduled Monuments and listed buildings on Hayling Island⁵².

12.1.5 Coastguards Conservation Area

The Coastguards Conservation area is located in the south of the island between St Georges Road and the Seafront (Figure 12-7). The designation focusses on two contrasting building groups; Seaview Terrace and Gorseway House and grounds. Seaview Terrace was built as artisan's cottages which were modified later to house lifeboat men who also acted as the coastguard. Gorseway House, masked by trees and shrubs is situated to the east and west of the area. The setting of the conservation area, where a broad natural beach fronts the area to the south is particularly important.

⁵² <https://historicengland.org.uk/listing/the-list/map-search?clearresults=True>

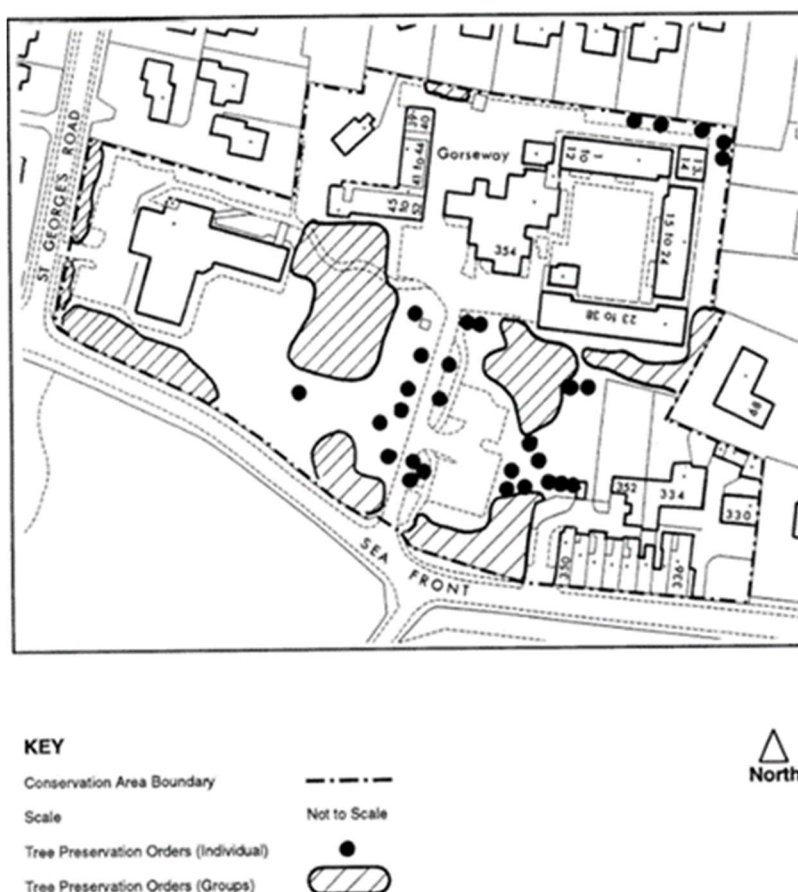


Figure 25-5 Coastguards Conservation Area location ⁵³.

26 12.2 Havant Borough Council Local Plan 2036

Through the E13 Historic Environment and Heritage Asset Policy in the Havant Borough Local Plan 2036, the Council recognise the diverse historic environment within the borough and pledge to continue its guardianship of the Borough's heritage assets so that their contribution to sense of place and educational value is safeguarded for future generations (see sections 5.134 to 5.141 of the Local Plan, or Appendix D of this report).

27 12.3 Broader Outcome Heritage Opportunities

Protection of and improved access to heritage assets in the Solent is seen as a priority. Future FCERM schemes and management of the Hayling Island coastline could therefore provide opportunities for improvement of heritage assets on the island above and beyond the typical remit of FCERM schemes.

12.3.1 Access to heritage features

Future FCERM schemes provide opportunity to incorporate access provision to Hayling Islands past to encourage engagement and exploration of the island's landscapes and history. The two existing

⁵³ <https://www.havant.gov.uk/sites/default/files/documents/Coastguards%20CA.pdf>

heritage trails along the coast (Hayling Island World War II Heritage Trail and Hayling Billy Heritage and Activity Trail) could be enhanced further, connecting local history, geography and the environment together.

There are opportunities for improved signposting, which is attractive and easy to follow, and improved access routes to key heritage features. Routes could be incorporated into a promenade (Figure 12-8), accessible for all with a good surface.

Heritage assets could be brought to life with themed areas along the trails relating to Hayling Islands' past. More natural areas, such as Gunner Point, could incorporate boardwalks and trails (Figure 12-9), made of natural materials linking heritage features and beach huts.



Figure 27-1 Examples of coastal promenades⁵⁴.



Figure 27-2 Examples of boardwalks and signage⁵⁵.

12.3.2 Education and interpretation of heritage features

There are also opportunities to improve the quality of information and interpretation boards relating to heritage features on the Hayling coast to enhance visitor understanding, enjoyment and appreciation of the area. Opportunities exist at Pillbox sites, Scheduled Monuments, conservation areas, and at sites along the two heritage trails on the Island. Incorporating a design linked to the

⁵⁴ <https://broadbent.studio/casestudies#/>

⁵⁵ <https://www.shutterstock.com> / <https://yorkepeninsula.com.au/trails>

heritage feature in question or coastal defence scheme could be an interesting design statement (Figure 12-10).



Figure 27-3 Examples of coastal heritage information boards⁵⁶.

⁵⁶ <http://tandemdesign.co.uk/>, <https://footprintdesign.com/footprint-idc/>, <http://www.plbltd.com/portfolio/durham-heritage-coast/>

28 12.4 Heritage Opportunities by ODU

ODU	ODU location	Heritage Links	Opportunities
ODU 1	Hayling Bridge to Northney Farm		
ODU 2	Northney Marina		
ODU 3	Northney Farm to Gutner Lane		
ODU 4	Chichester Road to Mill Rythe Junior School	Tourner Bury Scheduled Monument	Access, education
ODU 5	Mill Rythe Junior School to Salterns Lane		
ODU 6	Salterns Lane to Wilsons Boat Yard		
ODU 7	Wilsons Boat Yard to Fishery Creek	Mengham Salterns Pillbox	Education
ODU 8	Eastoke	Hayling Island World War II Heritage Trail Landing Craft and Exercise Fabius 2 (Eastoke car park)	Access, signage, education
ODU 9	Eastoke Corner to Inn on the Beach	Hayling Island World War II Heritage Trail (COPP Gallery (Inn on the Beach); COPP Memorial) The Royal Hotel Listed Building 35-53 Norfolk Crescent Listed Building Shades Public House Listed Building	Access, signage, education
ODU 10	Inn on the Beach to Ferryboat Inn	Hayling Island World War II Heritage Trail (Mulberry Harbour and Pillboxes; AA Gun site) Coastguards conservation Area, 5 Pillboxes (Ferry Road, Golf Course x 2, South West Beach x 2) Sinah Farm Scheduled Monument & World War II Heavy Anti-aircraft gunsite (P2) at Sinah Common	Access, signage, education
ODU 11	Ferryboat Inn to North Shore Road	Hayling Island World War II Heritage Trail (Mulberry Harbour and Pillboxes; AA Gun site) The White House Listed Building Saltings Listed Building	Access, signage, education
ODU 12	North Shore Road to Stoke	Hayling Billy Heritage and Activity Trail	Signage, education
ODU 13	Newtown	Hayling Billy Heritage and Activity Trail	Signage, education
ODU 14	Stoke to Langstone Bridge Carpark	Hayling Billy Heritage and Activity Trail	Signage, education
ODU 15	Langstone Bridge Carpark to Langstone Bridge		

13 Summary

Over the next 10 years, there could be substantial economic impacts to Hayling Island and the wider borough if FCERM measures are not invested in. The potential impacts of a do-nothing scenario have been identified by AECOM through the GVA and Economic Footprint report, summarised below in Figure 13-1.

GVA and Economic Footprint Assessment Summary

- Over the next 10 years, the impact of flooding to existing businesses on the island is estimated to be £9.6 million.
- Flood risk is likely to make regeneration of the island more challenging and could lead to lost regeneration opportunities and fewer jobs created. If the flood risk is left unmitigated, then the estimated impact over the next 10 years due to lost regeneration and job opportunities is estimated to be £3.4 million.
- Over the next 10 years the estimated impact of flooding and erosion to recreation on the island is estimated to be £1.78 million.
- Over the next 10 years, if nothing is done to protect against flooding and erosion then the monetary impact of a reduction in activity has been estimated to be £10.7 million.
- Over the next 10 years, if nothing is done to protect the access road from flooding and erosion, then the economic impact is estimated to be £523 million.
- The Do Nothing scenario (from an FCERM perspective) is expected to adversely impact a number of the Ecosystem Services on the island. Most notably, crop production and raising livestock, climate regulation, coastal hazards, tourism and recreation, aesthetic values and wild species diversity.

Figure 13-1 GVA and Economic Footprint Summary for Hayling Island

It is recognised that funding from sources additional to FCERM GiA will need to be secured in order for future coastal flood and erosion risk schemes to go ahead on Hayling Island.

This technical report has sought to identify beneficiaries, potential sources of funding and broader outcomes to enable future FCERM measures to be delivered on Hayling Island.

Through the Partnership Funding Sources Tool (PFST), local, regional and national Partnership Funding opportunities have been assessed and analysed for their suitability towards funding future FCERM schemes on Hayling Island. Beneficiaries likely to benefit directly from FCERM measures have also been identified and mapped to give a spatial representation of other potential contributors around the island.

Using the Early Assessment Screening Tool (EAST), a prioritised shortlist of potential contributors has been identified for each ODU.

Detailed investment cases and engagement plans will need to be progressed to target the prioritised funding opportunities, including from direct beneficiaries.

Broader Outcomes and wider benefit opportunities that could be delivered alongside FCERM schemes on Hayling Island have been considered in depth as these may in turn open up other avenues of funding. It is likely that these broader opportunities will not be covered by GiA. However, integrating them into future FCERM schemes will potentially help unlock further partnership funding required to

access GiA. Both place shaping (strategic) and place making (local) opportunities within key areas such as; heritage, environment, health and wellbeing, regeneration, and recreation amenity and tourism, have been explored. Links with Local Plan policies have been identified and key opportunities summarised for each ODU.

Table 13-1 shows a detailed summary of the key beneficiaries and potential broader outcome opportunities for each ODU around Hayling Island.

ODU	ODU location	Key Direct Beneficiaries identified	BOC / Wider benefits Opportunities
ODU 1	Hayling Bridge to Northney Farm	<ul style="list-style-type: none"> - Langstone Quays Resort - Northney Farm 	<ul style="list-style-type: none"> - New road bridge crossing. - Improved pedestrian / cycle access to connect with Northney marina and the Northney Coastal Path.
ODU 2	Northney Marina	<ul style="list-style-type: none"> - Northney Marina (MDL) - Various marina businesses 	<ul style="list-style-type: none"> - Northney Regeneration area: mixed use development – residential, retail and employment. - Public realm improvements as part the regeneration area. - Improved access and activity spaces to encourage increased physical health & wellbeing opportunities and social interaction. - Improved access to and education of the environment and wildlife within the harbour. - Improved provision for recreation and amenity to create a sense of place and improve the tourism offer.
ODU 3	Northney Farm to Gutner Lane	<ul style="list-style-type: none"> - Northney Farm 	<ul style="list-style-type: none"> - Environmental enhancement opportunities to create salt marsh habitat.
ODU 4	Chichester Road to Mill Rythe Junior School	<ul style="list-style-type: none"> - Gutner Lane Residents - Woodgaston Lane Residents - Fleet Farm Campsite - St. Herman's Estate Co Limited - Hayling Yacht Company - Stoke Fruit Farm 	<ul style="list-style-type: none"> - Improved access to and education of the environment and wildlife within the harbour. -
ODU 5	Mill Rythe Junior School to Salterns Lane	<ul style="list-style-type: none"> - Mill Rythe Holiday Village - Mill Rythe infant / Junior School - Tournembury Golf Club - Tournembury Woods Estate 	<ul style="list-style-type: none"> - Improved access to and education of the environment and wildlife within the harbour. - Improved access to and education / interpretation of heritage features. -
ODU 6	Salterns Lane to Wilsons Boat Yard	<ul style="list-style-type: none"> - Salterns Ln/close residents 	<ul style="list-style-type: none"> - Environmental enhancements to private sea defences.
ODU 7	Wilsons Boat Yard to Fishery Creek	<ul style="list-style-type: none"> - Wilsons of Hayling - Mengham Rythe Sailing Club - Lakeside Coastal Village - Fisher's Caravan Park - Fishery Creek Caravan & Camping 	<ul style="list-style-type: none"> - Environmental enhancement opportunities of coastal defences. - Improved access to and education / interpretation of heritage features.

ODU 8	Eastoke	<ul style="list-style-type: none"> - St Herman's Caravan Parks (19 no.) - Sparkes Marina (MDL) - Hayling Island Sailing Club - RNLI Lifeboat Station - HBC - HCC - Eastoke Corner Shops (various) - Hayling Railway 	<ul style="list-style-type: none"> - Southwood Road Regeneration Area: residential development. - Public realm improvements as part the regeneration area. - Improved access and activity spaces to encourage increased physical health & wellbeing opportunities and social interaction - Improved recreation and amenities offer along Eastoke Coastal Path.
ODU 9	Eastoke Corner to Inn on the Beach	<ul style="list-style-type: none"> - Hampshire & IOW Cadet Force - HM Coastguard - HBC - Funlands amusement park - Beachlands arcades and amusement park - Inn on the Beach 	<ul style="list-style-type: none"> - Eastoke Corner Regeneration Area: mixed use development - retail, residential, leisure, food and drink - Beachlands Regeneration Area: mixed use development - retail, residential, leisure, food and drink - Public realm improvements as part the regeneration area. - Improved access and activity spaces to encourage increased physical health & wellbeing opportunities and social interaction. - Improved access to and education of the environment and wildlife along the open coast. - Improved provision for recreation and amenity to create a sense of place and improve the tourism offer. - Improved signage and education of heritage assets along the heritage trail of the coastline and the wider Solent. -
ODU 10	Inn on the Beach to Ferryboat Inn	<ul style="list-style-type: none"> - Hayling Golf Club - Hayling Ferry Sailing Club - HBC 	<ul style="list-style-type: none"> - West Beach Regeneration Area: mixed use leisure, food and drink, holiday accommodation - Environmental Enhancements to enhance the natural character. - Improved recreation and amenities to create an activity and experience-based place. - Improved access to and education of heritage features. - Improved access and activity spaces to encourage increased physical health & wellbeing opportunities and social interaction.
ODU 11	Ferryboat Inn to North Shore Road	<ul style="list-style-type: none"> - Ferryboat Inn - Langstone Harbour Board - Hayling Ferry - Hayling Ferry Residents - Sinah Warren - North Shore Residents 	<ul style="list-style-type: none"> - Improved access to and education of the environment and wildlife within the harbour. - Improved recreation, amenity links between Hayling Ferry, the open coast and Hayling Billy Trail. - Improved access and activity spaces to encourage increased physical health & wellbeing opportunities and social interaction.

ODU 12	North Shore Road to Stoke	- HCC	<ul style="list-style-type: none"> - Improved access to and education of the environment and wildlife along the open coast. - Improved connectivity along the Billy Trail to improve recreation provision and amenities. - Improved access and activity spaces to encourage increased physical health & wellbeing opportunities and social interaction with the environment.
ODU 13	Newtown	<ul style="list-style-type: none"> - Saltmarsh Lane Residents - St. Patrick's R.C Church - Hayling Island Holiday Park - Environment Agency 	<ul style="list-style-type: none"> - Improved signage and education of the environment, wildlife and heritage of the Billy Trail, and the Solent and Langstone Harbour. -
ODU 14	Stoke to Langstone Bridge Carpark	<ul style="list-style-type: none"> - Esso Garage - Greggs - Stoke Residents - Tyre & Auto - HBC - HCC - RSPB 	<ul style="list-style-type: none"> - Improved access to and education of the environment and wildlife within the harbour. - Improved signage and education of the Billy Trail, Solent and Langstone Harbour heritage. - Improved access and activity spaces to encourage increased physical health & wellbeing opportunities and social interaction with the environment. - Improved connectivity along the Billy Trail to improve recreation provision and amenities. - Environmental enhancements to take advantage of the natural setting
ODU 15	Langstone Bridge Carpark to Langstone Bridge	<ul style="list-style-type: none"> - Applegreen Petrol Station - HCC 	<ul style="list-style-type: none"> - Environmental enhancements to take advantage of the natural setting. - Improved education and signage of the environment and wildlife within the harbour. - Improved access and activity spaces to encourage increased physical health & wellbeing opportunities and social interaction with the environment. - Improved connectivity along the Billy Trail to improve recreation provision and amenities.

Table 13-1 detailed summary of the key beneficiaries, assets and potential broader outcome opportunities for each ODU around Hayling Island.

14 Next Steps

It is clear from this report that there are substantial key funding opportunities to enable future FCERM schemes to progress together with further opportunities to provide wider broader outcomes to the standard FCERM measures.

Financial contributions may take some years to be realised through investment plans or development opportunities going forward. The development of a full strategy will allow time to continue through meaningful engagement to build trust and working relationships with partners identified in this strategy document.

It is highly likely that without implementing stage 3 of this strategy (implement and engage), engaging with and building partnerships with potential scheme partners, essential FCERM measures would be unlikely to progress within the current FCERM partnership funding approach.

The ESCP will continue to seek opportunities to work with others to deliver coastal management projects through contributions but also to help others deliver projects with mutual benefit and broader outcomes.

14.1 Plan actions and implementation timeline

The action and Implementation plan (Table 14-1), sets out a recommended timeline to achieve the objectives of the Funding and Broader Outcome Strategy during the FCERM Strategy development. The plan identifies actions and timeline, lead partners, method of engagement and when these actions should be completed to maximise the opportunity of collaboration with partners.

The current stage of development has delivered the actions identified in the short term, through the Funding and Implementation Strategy. The plan has identified a detailed plan of action to achieve the medium term aims and objectives throughout the FCERM Strategy development, summarising the approach to engage with potential contributors and the estimated timescales needed for the completion of each phase.

Table 114-1 Action and Implementation Plan for Contributions and Broader Outcomes

FCERM Strategy Phase	Funding & Implementation Strategy	Strategy Development		
		Option Development	Draft Strategy & Consultation	Finalise Strategy / Approval
Stage	Scoping	Identify long list options, screen to develop shortlist options	Draft Strategy Report issued for consultation	Strategy approval from Local Authority / Environment Agency / Defra
	Establish Baseline			
Funding Strategy Stage	1. Assess & Analyse 2. Prioritise & Plan PF Strategy	3. Implement & Engage		
Broader Outcomes / contributions	<ul style="list-style-type: none"> - Establish vision / make the case for change. - Demonstrate the potential for future partnerships, boarder 	<ul style="list-style-type: none"> - Update investment cases following long list development. - Plan for initial engagement 	<ul style="list-style-type: none"> - Follow up engagement / targeted meetings. - Seek to confirm potential contributions 	<ul style="list-style-type: none"> - Include the contributions in the Business Case - Detailed ask for contributions,

	outcomes and funding opportunities. - Identify potential strategic funding sources and direct scheme beneficiaries - Prioritise & plan PF Strategy through ranking and developing investment cases	- Initial engagement with strategic funding partners and direct scheme beneficiaries.		willingness to partner.
Organisations involved	- Internal Project team - Local authority - Local planners	- Key stakeholders (internal/external) - Direct Scheme Beneficiaries - Key Community members	- Key stakeholders (internal/external) - Direct Scheme Beneficiaries - Key Community members	- Key stakeholders (internal/external) - Direct Scheme Beneficiaries - Key Community members
Method of engagement	- Stakeholder mapping workshop	- Email / phone - Specific meetings - Workshops / stakeholder events - Presentations / discussions	- Specific meetings - Workshops / stakeholder events - Presentations / discussions - Draft support letters 'in principle'	- Obtain letters of agreement 'in principle' - Negotiate contracts if appropriate