





Hayling Island Coastal Management Strategy

**Public Consultation Report** 

Draft V2

September 2023

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# 1 INTRODUCTION

Coastal Partners (CP), in collaboration with AECOM, have developed a Coastal Management Strategy on behalf of Havant Borough Council. The Strategy covers the entirety of the Hayling Island coastline (Figure 1-1). The project is being part funded by Flood and Coastal Risk Management Grant in Aid (GiA) administered by the Environment Agency (EA) and Havant Borough Council (HBC) funding from Community Infrastructure Levy.



Figure 1-1 Strategy frontage

Hayling Island has a population of more than 17,000 and is located on the south Hampshire coast within the Borough of Havant. The island has a 38km coastline, characterised by both a highly dynamic wave dominated open coast area and more sheltered tidally dominated areas within the harbours. The island is low lying with a mix of land use including rural, agricultural and densely populated urban areas. Access and egress on and off the island is via a sole road bridge connection to the mainland (A3023).

The Strategy area contains a mix of residential and commercial properties. There are large areas of open space and sites of significant environmental importance around much of the frontage. In addition, there are historical landmarks and high-grade agricultural land. This diverse and interesting coastal environment provides extensive access and recreation opportunities and is widely used for leisure by a significant number of visitors each year. Hayling Island's beaches are popular with swimmers, surfers, sailors and walkers alike, with the seafront stretching over 5 kilometers, plus the shorelines of Langstone and Chichester harbours. Beachlands is a European Blue Flag beach and is the main tourist attraction. With

uninterrupted views across the sea, it is possible to see the Isle of Wight, and to watch the ferries as they pass enroute to continental Europe.

# 1.1 Purpose of this Document

This report seeks to summarise the three month Public Consultation process which ran from the 3rd October 2022 to the 30th December 2022 and sets out the results of the feedback received. The feedback received during this time period has been assessed and where applicable and relevant used to update or amend the final Strategy. All of the feedback received is presented in this report. Whilst many of the comments received were not directly related to the Strategy proposals they have been extremely useful to Coastal Partners and HBC and have highlighted many other community issues, concerns, opportunities and successes.

# 1.2 Wider Engagement

This consultation exercise formed part of a wider engagement process that has been ongoing throughout the duration of the project. Details of this wider engagement can be found in the Stakeholder which Engagement Report, downloaded can be from www.coastalpartners.org.uk. Having a clear methodology helps to ensure that the relevant stakeholders are engaged at the right time. Each stakeholder is likely to have a unique view on the use, development and protection of any coastal frontage. As such they can be a source of indispensable information which can be used to define issues and objectives, steer option development and achieve consensus on a preferred option. Ultimately the overall objective of the engagement process has been to generate stakeholder interest, involvement, ownership and acceptance of the preferred strategic management options and the detail that lay behind them.

The project objectives are:

- To produce a sustainable cohesive strategy for managing flood and coastal erosion risk for Hayling Island for the next 100 years.
- To identify the consequences of implementing the preferred policies from the North Solent Shoreline Management Plan (NSSMP) and if necessary challenge the existing policies, and exploring adaptation as a very real option
- To contribute to the delivery of the Strategic Objectives set out in the National Flood and Coastal Erosion Risk Management (FCERM) strategy
- To build on the work of the NSSMP and the Hayling Island Funding and Implementation Strategy (2019), incorporate new information and integrate with current schemes and studies
- To define the current and future coastal flooding and erosion risks to people and the developed, historic and natural environments.
- To identify the preferred technically, economically and environmentally sound and sustainable strategic options for managing those risks over the appraisal period and define an implementation plan
- To identify opportunities for broader outcomes linked to partner initiatives such as regeneration, tourism, recreation and amenity
- To identify opportunities for potential financial contributions to supplement future FCERM schemes

- To involve stakeholders throughout the development of the Strategy, undertake appropriate stakeholder engagement and public consultation to achieve stakeholder buy-in to the preferred options
- To engage with the local community, including young people, and educate them on the future impacts of flooding and coastal change on the island (A nation of climate champions)
- To investigate the viability of Managed Realignment and Regulated Tidal Exchange in the north of the island
- To identify opportunities for environmental enhancement, allowing where possible the natural process and evolution of the shoreline.

Engagement throughout the project has informed the Draft Strategy options bearing in mind what is technically feasible, publicly acceptable, most financially viable and environmentally acceptable.

It should be noted that the consultation on the Strategic Environmental Assessment (SEA), Habitat Regulations Assessment (HRA), Water Framework Directive Assessment (WFD) environmental reports was carried out separately to the Draft Strategy consultation. This consultation ran from 3<sup>rd</sup> July 2023 to the 7<sup>th</sup> September 2023. A separate report for the environment reports consultation will be produced.

# **2 CONSULTATION SUMMARY**

# 2.1 Public Exhibitions

Two public exhibitions were held during October 2022 at the beginning of the consultation period. The venues were selected to provide the opportunity for as many people as possible to attend an event that was local to them. The venues used were Northney Recreation Hall and the United Reformed Church. A total of 217 people attended the public events. Attendees were asked to mark on a map of Hayling Island where they had travelled from, Figure 2-1.



Figure 2-1 Exhibition visitors' location of origin

The exhibition content was designed to communicate the development of the Strategy through a series of poster boards; these can also be found in Appendix A of this document. These began with information on who Coastal Partners are and the key partners involved, the policy and strategic approach to flood and coastal erosion risk management, Hayling Island today, challenges and development of the Strategy.

A number of pull up banners detailed the draft leading options for each section of coast (split into Option Development Units (ODU's) accompanied by a map of the area.

The final section of the exhibition gave information on the short-term action plan, funding and coastal adaptation, and ended with a poster advertising how to obtain further information and provide feedback on the draft Strategy.

As well as the posters, AECOM were on hand to talk about the flood and erosion modelling with visitors and maps were available to show the flood and erosion zones. Officers also ran an interactive GIS system to allow people to view their home in relation to the flood risk zones; this tool proved extremely valuable in engaging the public and sparking conversation and debate.

Members of the project team from both Coastal Partners and AECOM were present at both events and were available to assist visitors and answer questions on any aspect of the Strategy. There were also paper copies of the survey available should anyone have difficulties accessing the online version.



Figure 2-2 Photos from the events

Many visitors spent at least 30 minutes reading the information and engaging with the team with various questions and remarks. The majority of those who attended the consultation did so because they saw an advertisement in the local newspaper, received notification from Coastal Partners about the events, saw it on social media or heard about them via word of mouth.

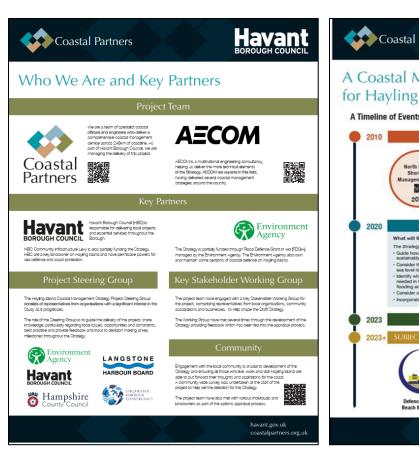








Figure 2-3 Consultation posters 1 to 4

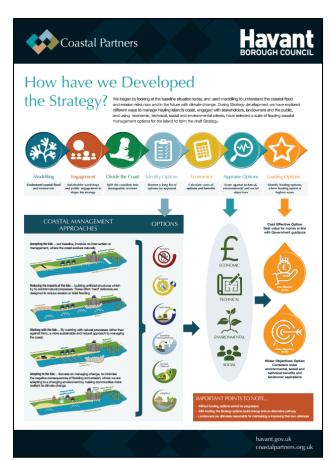
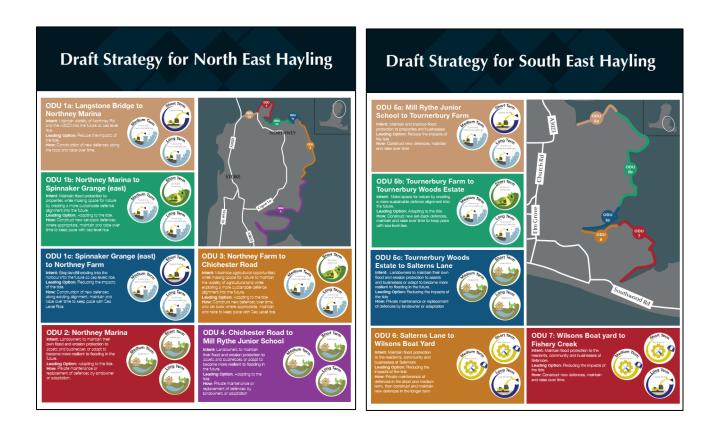






Figure 2-4 Consultation posters 5 to 7



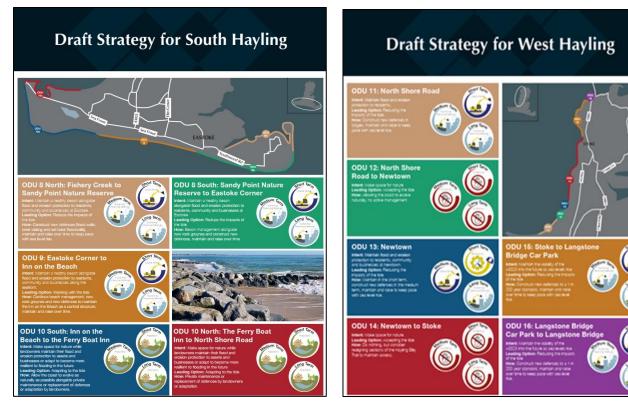


Figure 2-5 Option Development Units Consultation posters

#### 2.2 Coastal Partners website and social media

The Strategy webpage (<a href="https://coastalpartners.org.uk/project/hayling-island-coastal-management-strategy-16/">https://coastalpartners.org.uk/project/hayling-island-coastal-management-strategy-16/</a>) included details of the Strategy consultation and exhibition events, with links to the Draft Strategy Summary Document, Appendices, the exhibition boards and an online version of the questionnaire.

During consultation statistics were captured to determine the use of the website and the effective of the promotional work carried out to publicise the Strategy and consultation period.

### **High Level website statistics**

Between the 3<sup>rd</sup> October and 31<sup>st</sup> December 2022:

- 4289 individual sessions or visits to the entire Coastal Partners website when compared to 3462 sessions for the preceding 3 month period.
- 441 page views for the Hayling Island Coastal Management Strategy page, 55% of these were new users to the website.
- From the total 4,289 sessions, 167 were via social media.
- From Facebook, 142 users came to our site with 12 linked directly to the HICMS page, leading to 150 pages views. From Twitter, 23 users came to the site with 13 linked directly to HICMS page beating the Coastal Partners Homepage by 9 users.
- 53 users came to the Coastal Partners website via the Hayling Island Snap Online Survey

Social media was used along with a press release (Figure 2-6) to raise awareness of the Strategy and to advertise the consultation events and questionnaire. These posts were shared to local group pages and resident groups. Havant Borough Council also shared the consultation events on their social media pages.

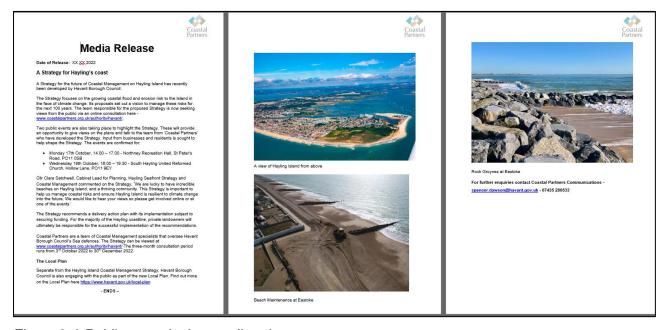


Figure 2-6 Public consultation media release

#### 2.3 E-newsletters

E-newsletters were sent out by HBC and Coastal partners in September, October and November 2023 to those on their distribution lists, to publicise the consultation, public events and questionnaire.

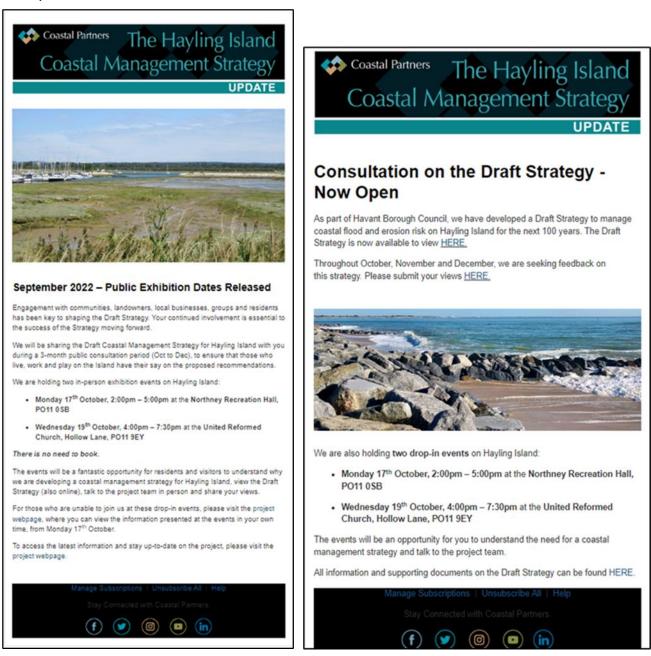
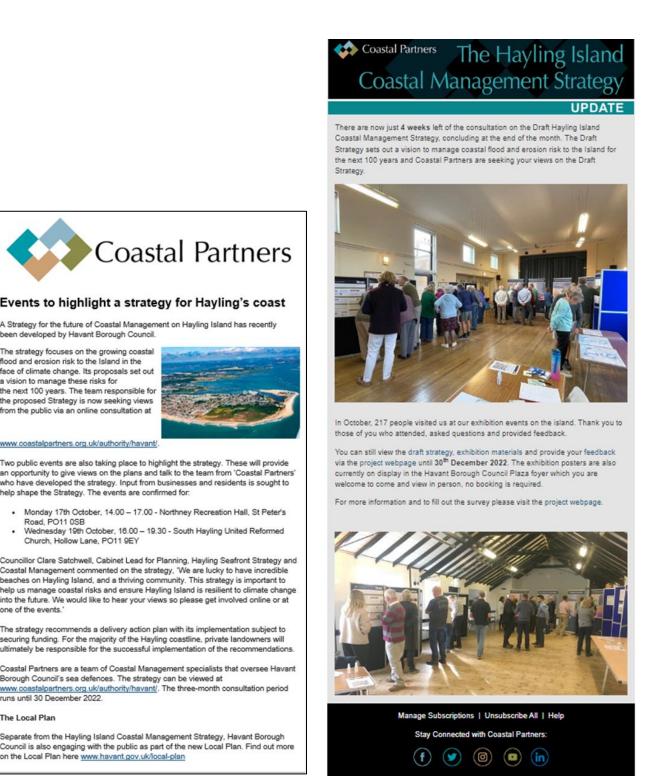
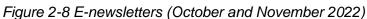


Figure 2-7 E-newsletters (September 2022)





Coastal Partners

Events to highlight a strategy for Hayling's coast A Strategy for the future of Coastal Management on Hayling Island has recently

Two public events are also taking place to highlight the strategy. These will provide

an opportunity to give views on the plans and talk to the team from 'Coastal Partners'

Monday 17th October, 14.00 - 17.00 - Northney Recreation Hall, St Peter's

Wednesday 19th October, 16.00 - 19.30 - South Hayling United Reformed

Coastal Management commented on the strategy, "We are lucky to have incredible beaches on Hayling Island, and a thriving community. This strategy is important to help us manage coastal risks and ensure Hayling Island is resilient to climate change into the future. We would like to hear your views so please get involved online or at

The strategy recommends a delivery action plan with its implementation subject to securing funding. For the majority of the Hayling coastline, private landowners will ultimately be responsible for the successful implementation of the recommendations Coastal Partners are a team of Coastal Management specialists that oversee Havant Borough Council's sea defences. The strategy can be viewed at <u>www.coastalpartners.org.uk/authority/havant/</u>. The three-month consultation period

who have developed the strategy. Input from businesses and residents is sought to

been developed by Havant Borough Council The strategy focuses on the growing coastal flood and erosion risk to the Island in the face of climate change. Its proposals set out a vision to manage these risks for the next 100 years. The team responsible for the proposed Strategy is now seeking views from the public via an online consultation at

www.coastalpartners.org.uk/authority/havant/

Church, Hollow Lane, PO11 9EY

Road PO11 0SB

runs until 30 December 2022

help shape the Strategy. The events are confirmed for:

#### 2.4 Unmanned Exhibitions and Posters

Separate from the Hayling Island Coastal Management Strategy, Havant Borough Council is also engaging with the public as part of the new Local Plan. Find out more

on the Local Plan here www.havant.gov.uk/local-plan

An unmanned display of the exhibitions posters was present in the Havant Borough Council Plaza foyer for the duration of the consultation period. Other posters advertising the consultation period, draft strategy and links to the website and survey were also displayed around Hayling Island, see Appendix B for an example of these. These were displayed prior to the exhibition events and remained for the whole consultation period to raise awareness of the Strategy.

The posters were displayed in the following locations around Hayling Island:

- HBC notice boards Station Road, Mengham, Stoke (junction of Copse Lane),
   Creek Road cap park, Bound Lane car park.
- Eastoke shops VJ's, Wine Bar, Chicken Shop, Cafe, Terracotta Shop, Tattooists and Chip Shop.
- VJ's shop at Beachlands
- Beachlands office
- Sainsbury's Mengham
- Co'op Church Road
- Hayling Community Centre
- Northney Tea Rooms
- Tourist office
- Hayling Island Golf Club

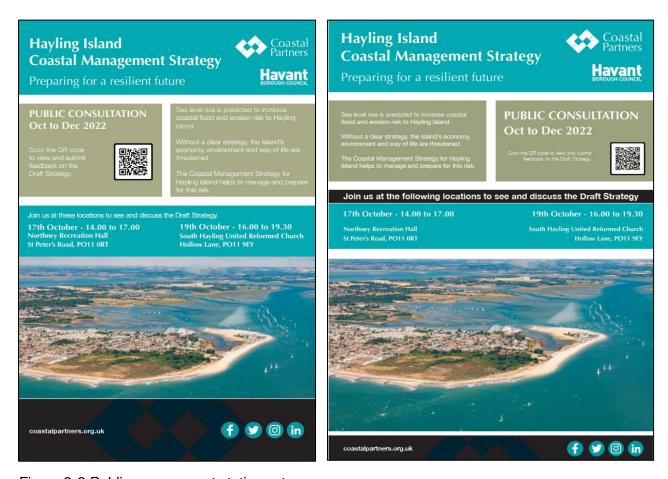


Figure 2-9 Public engagement static posters

# 2.5 Press

The exhibition events and consultation were well covered by press releases and the conventional press. Articles were published in the local newspaper, the Hayling Herald, and online publications also published articles detailing the events and website information. Links to news and web articles are as follows.

#### **HBC**

https://www.havant.gov.uk/news/events-highlight-strategy-hayling%E2%80%99s-coast

#### **Hampshire Live**

https://www.hampshirelive.news/news/hampshire-news/millions-pounds-needed-protect-hayling-7752003

#### **Dredging Today**

https://www.dredgingtoday.com/2022/10/06/consultation-open-for-the-hayling-island-coastal-management-strategy/

https://www.dredgingtoday.com/2022/12/02/still-time-to-comment-on-the-hayling-island-coastal-management-strategy/

#### Linked In

https://www.linkedin.com/posts/craig-stainton-9bba1334\_hayling-island-coastal-management-strategy-activity-6990985945122545664-m3cV

#### Hayling Island Residents Association (HIRA)

https://www.haylingresidentsassociation.co.uk/single-post/hayling-s-coastal-strategy-please-share

https://www.haylingresidentsassociation.co.uk/single-post/hayling-coastal-draft-strategy

## **Cycle Hayling**

https://cyclehayling.org/hayling-island-coastal-management-strategy/

North East Hayling Residents Association (NEHRA)

http://www.nehra.org.uk/seadefences/

#### **Hayling Herald**

# Hayling Herald News

# Have your say on how local authority should protect our precious coastline

ISLANDERS are being asked to give their views on a major new strategy to manage our coastline.

It focuses on the growing coastal flood and erosion risk to the Island in the face of climate change and the proposals – which have been put together by Havant Borough Council – set out a vision to manage the risks for the next 100 years. Input from businesses and residents is being

Input from businesses and residents is being sought to help shape the strategy at two public events.

The first is Monday October 17th from 2pm until 5pm at Northney Recreation Hall, St Peter's Road.

The second is Wednesday, October 19th from 4pm until 7.30pm at South Hayling United Reformed Church, Hollow Lane.

Councillor Clare Satchwell, Cabinet Lead for Planning, Hayling Seafront Strategy and Coastal Management, said: 'We are lucky to have incredible beaches on Hayling Island, and a thriving community. This strategy is important to help us manage coastal risks and ensure Hayling Island is resilient to climate change into the future.



Groynes at Eastoke - part of the sea defences

'We would like to hear your views so please get involved online or at one of the events.'

The strategy recommends a delivery action plan with its implementation subject to securing funding. For the majority of the Hayling coastline, private landowners will ultimately be responsible for the successful implementation of the recommendations.

The three-month consultation period runs from October 3rd until December 30th. View the strategy at coastalpartners.org.uk/authority/havant

Separate from the Hayling Island Coastal
Management Strategy, Havant Borough Council
is also engaging with the public as part of the
new Local Plan. Visit havant.gov.uk/local-plan
Dradging of the Chickette Harbon. Approach

new Local Plan. Visit havant.gov.uk/local-plan

Dredging of the Chichester Harbour Approach
Channel will begin on October 10th and last up to
15 days. The shingle will be pumped onto the beach
at Eastoke.

Once the material has been placed on the beach, bulldozers will reprofile the shingle to provide a good standard of protection before the winter period. Work will take place seven days a week, 24 hours per day during high tides only

hours per day, during high tides only. It is fully funded by the Environment Agency through Flood Defence Grant in Aid.

While the pump ashore takes place, sections of the beach and promenade will be closed to the public for safety. Visit coastalpartners.org.uk.

Figure 2-10 Hayling herald news article, October 2022

#### **Hayling Trader**



#### **County Councillor's Column**

Lance Quantrill

Email: lance.quantrill@hants.gov.uk • Tel: 07547 536388

Hampshire County Council, along with other partners, have funded Coastal Partners to draft a strategy to manage coastal flooding and erosion for the next 100 years. It divides the Island's 38km of shoreline into 16 sections and applies one of four approaches:

- · Accepting erosion
- · Controlling natural processes
- · Working with the tides
- · Adapting to change

Here is how you can help. Take a look at the Draft Strategy www.coastalpartners.org.uk/project/hayling-islandcoastal-management-strategy-16/

Then, by 30th December 2022, use the online survey to give your views on both the section which affects you most and overall for the whole Island.

If you do not use a computer just give me a call, on the number above, and I will arrange a printed summary for you. Those representing localised residents' associations or owning land covering several properties should also contact me to ensure that they are involved in the Stakeholder consultations.

Lance Quantrill - County Councillor for Hayling Island

Figure 2-11 Hayling Trader article, November / December 2022 issue

#### Solent Forum

#### Flood and Coastal Erosion Risk Management

The draft Hayling Island Coastal Management Strategy sets out a vision for managing the island's coastline. The strategy has explored the most suitable options for the island's entire 38km coastline. View the draft strategy and provide feedback at: <a href="https://bit.ly/3C88KUn">https://bit.ly/3C88KUn</a>.

Figure 2-12 Solent Forum newsletter extract, October 2022

# 2.6 Councillor Engagement

Councillors were kept informed throughout the project and provided with a presentation and update prior to consultation to make them aware of the consultation and exhibitions and asking them to engage with their electorate. Councillors also received written updates via email.

# 3 QUESTIONNAIRE RESULTS

A total of 87 questionnaire responses were received during the consultation using the online form. One hard copy was also received.

80% of respondents were either residents or landowners on Hayling island. 14% were visitors or tourists and 9% were organisations or businesses.

The majority of respondents indicated that they had heard about the consultation events via Coastal Partners / Havant Borough Council E-newsletters, social media or through the Hayling Island Strategy webpages.

The three ODUs of most interest to responders were ODUs 8 (45%), 9 (38%) and 10 (33%), along the open coast of the island.

Of those who responded, there was a majority (50% or over) support for the draft strategy options in ODUs 1, 3, 5, 6, 7, 8, 9, 11, 13, 15 and 16.

For those who responded, there was a combined majority (50% or over) who did not support and did not know if they supported the draft strategy options for ODUs 2, 4, 10, 12, and 14. Objections to the Strategy proposals in these five locations primarily related to:

- Landowners' responsibility to maintain and provide their own flood and erosion protection,
- Allowing erosion at West Beach to continue,
- Allowing the coast to evolve naturally with the perception that this will cause detrimental damage,
- · Options not going far enough to reduce coastal squeeze, and
- Erosion risk to the Hayling Billy Line.

50% of respondents said that they would be willing to contribute to a scheme in the future, while 36% didn't know and 14% would not be willing. Of those willing to contribute, 43% could devote time to a future scheme, 26% would be willing to share local knowledge and experience and 16% would consider making a financial contribution or help to fundraise. Other forms of contribution included supporting a rise in council tax or rates, offer of venues and maintenance of private defences.

The detailed questionnaire results are presented on the following pages. The specific comments and feedback received are presented in Section 4, alongside a project team response to the comments.

# Question 1: What is your interest in the Strategy? (Select all that apply)

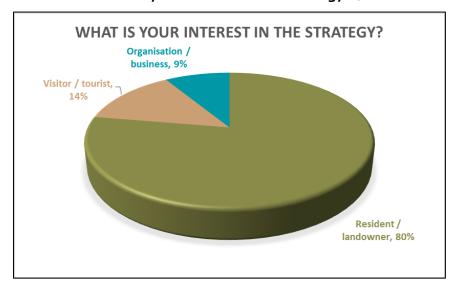


Figure 3-1 Question 1 statistics

Organisations or businesses, included:

- Cards4occasions
- Chichester Harbour Conservancy
- Hayling Island Residents Association (HIRA)
- The British Horse Society
- The Royal Society for the Protection of Birds (RSPB)
- Havant Climate Alliance
- Havant Friends of the Earth
- Cycle Hayling and Portsmouth Cyclists Touring Club (CTC)

### Question 2: How did you hear about the Strategy? (Select all that apply)

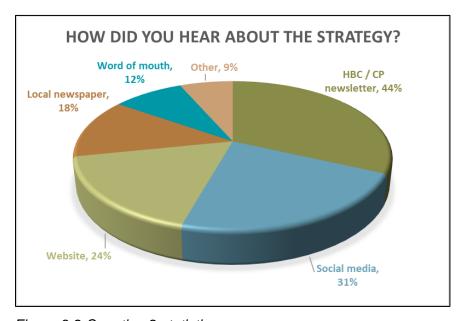


Figure 3-2 Question 2 statistics

#### Other methods included:

- Hayling Island Residents Association (HIRA)
- Merdian Shopping Centre
- Signs
- Solent Forum newsletter
- Neighbour

### Question 3: Which area of the Strategy coastline is of most interest to you?



Figure 3-3 Option Development Unit locations

# **Option Development Units (ODU)**

ODU1 Langstone Bridge to Northney Farm ODU2 Northney Marina

ODU3 Northney Farm to Chichester Road

ODU4 Chichester Road to Mill Rythe Junior School

ODU5 Mill Rythe Junior School to Salterns Lane

ODU6 Salterns Lanes to Wilsons Boat Yard

ODU7 Wilsons Boat Yard to Fishery Creek

**ODU8** Eastoke

ODU9 Eastoke Corner to Inn on the Beach

ODU10 Inn on the Beach to North Shore Road

**ODU11 North Shore Road** 

ODU12 North Shore Road to Newtown

**ODU13 Newtown** 

ODU14 Newtown to Stoke

ODU15 Stoke to Langstone Bridge Car Park

ODU16 Langstone Bridge Car Park to Langstone Bridge

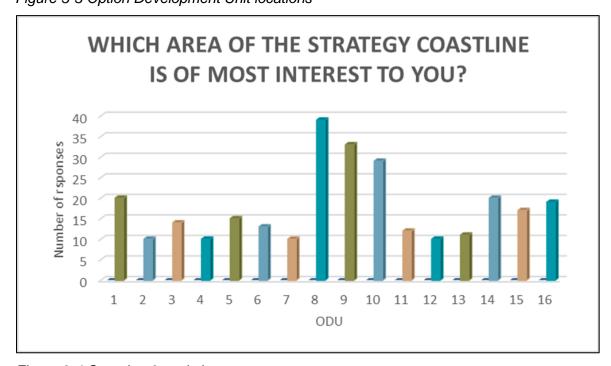


Figure 3-4 Question 3 statistics

# Question 4. Do you support the draft strategy options for ODU1: Langstone bridge to Northney Farm?



Figure 3-5 Draft Strategy for ODU 1 and Question 4 statistics

### Question 5. Do you support the draft strategy options for ODU2: Northney Marina?

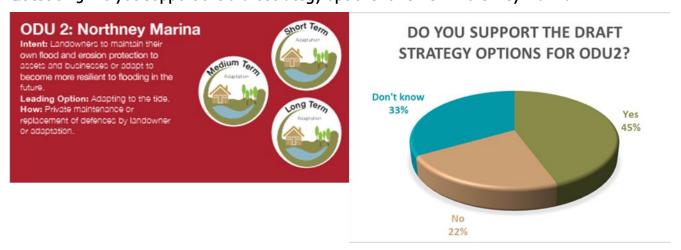


Figure 3-6 Draft Strategy for ODU 2 and Question 5 statistics

# Question 6. Do you support the draft strategy options for ODU3: Northney Farm to Chichester Road?

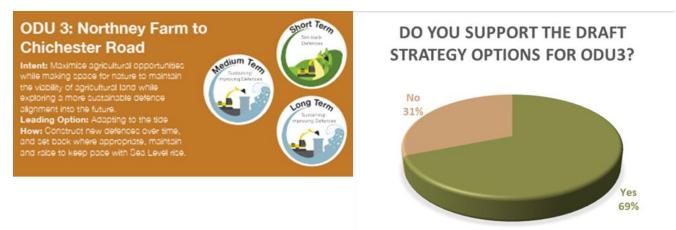


Figure 3-7 Draft Strategy for ODU 3 and Question 6 statistics

Question 7. Do you support the draft strategy options for ODU4: Chichester Road to Mill Rythe Junior School?

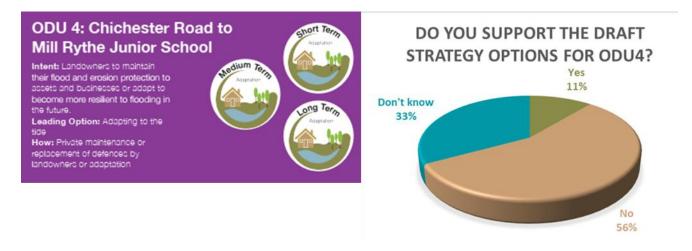


Figure 3-8 Draft Strategy for ODU 4 and Question 7 statistics

# Question 8. Do you support the draft strategy options for ODU5a: Mill Rythe Junior School to Salterns Lane?

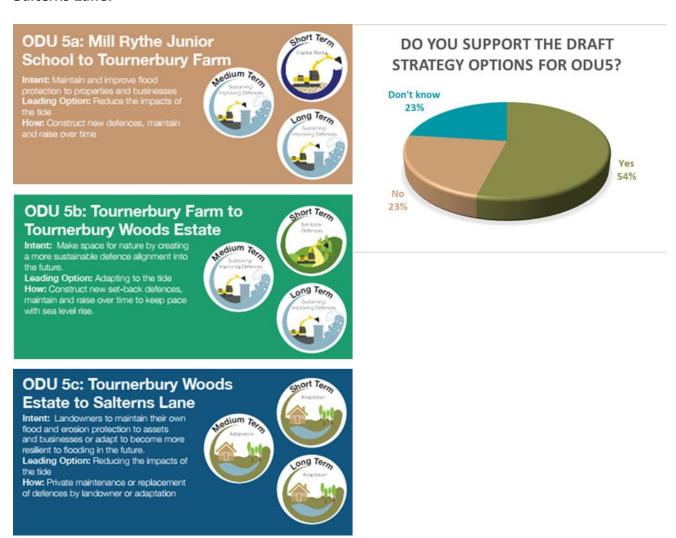


Figure 3-9 Draft Strategy for ODU 5 and Question 8 statistics

# Question 9. Do you support the draft strategy options for ODU6: Salterns Lane to Wilsons Boat Yard?

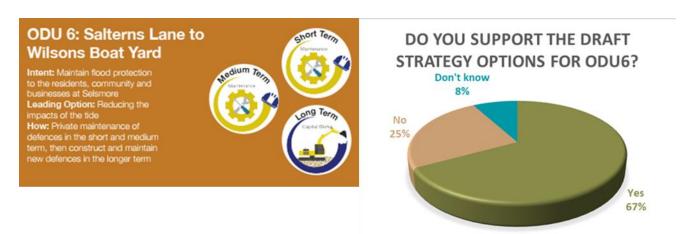


Figure 3-10 Draft Strategy for ODU 6 and Question 9 statistics

Question 10. Do you support the draft strategy options for ODU7: Wilsons Boat Yard to Fishery Creek?

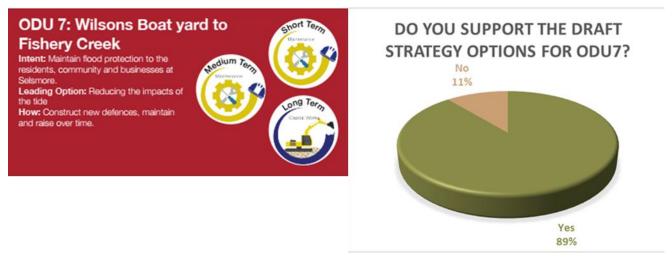


Figure 3-11 Draft Strategy for ODU 7 and Question 10 statistics

Question 11. Do you support the draft strategy options for ODU8: Eastoke?

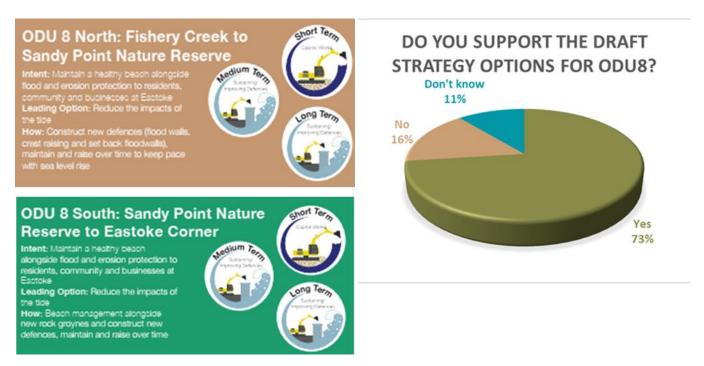


Figure 3-12 Draft Strategy for ODU 8 and Question 11 statistics

# Question 12. Do you support the draft strategy options for ODU9: Fishery Creek to Sandy Point Nature Reserve?

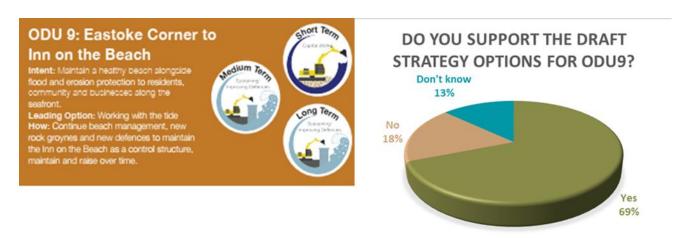


Figure 3-13 Draft Strategy for ODU 9 and Question 12 statistics

Question 13. Do you support the draft strategy options for ODU10: Inn on the Beach to North Shore Road?

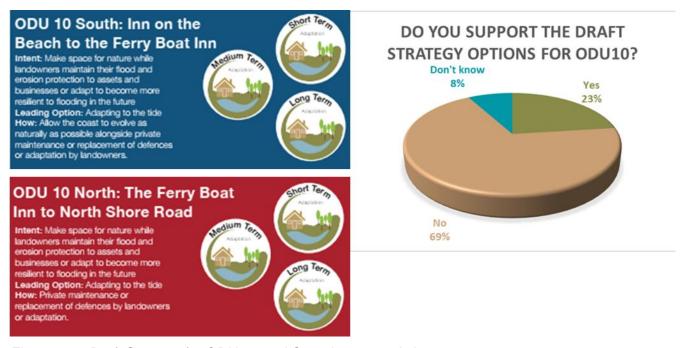


Figure 3-14 Draft Strategy for ODU 10 and Question 13 statistics

## Question 14. Do you support the draft strategy options for ODU11: North Shore Road?

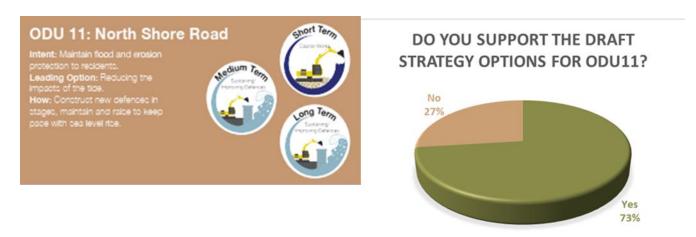


Figure 3-15 Draft Strategy for ODU 11 and Question 14 statistics

Question 15. Do you support the draft strategy options for ODU12: North Shore Road to Newtown?

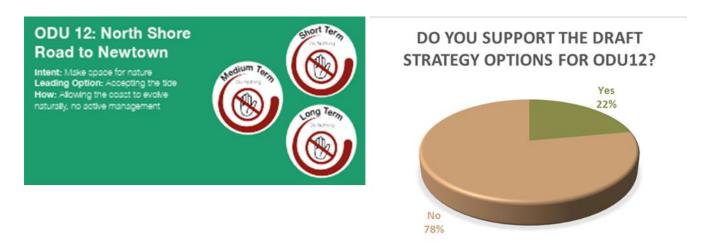
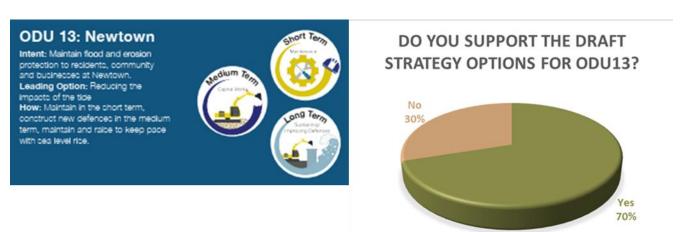


Figure 3-16 Draft Strategy for ODU 12 and Question 15 statistics

Question 16. Do you support the draft strategy options for ODU13: Newtown?



# Question 17. Do you support the draft strategy options for ODU14: Newtown to Stoke?

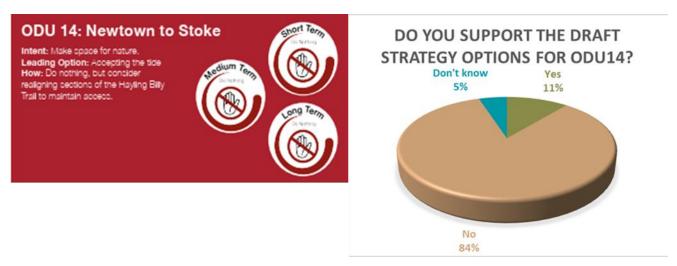


Figure 3-18 Draft Strategy for ODU 14 and Question 17 statistics

Question 18. Do you support the draft strategy options for ODU15: Stoke to Langstone Bridge Car Park?

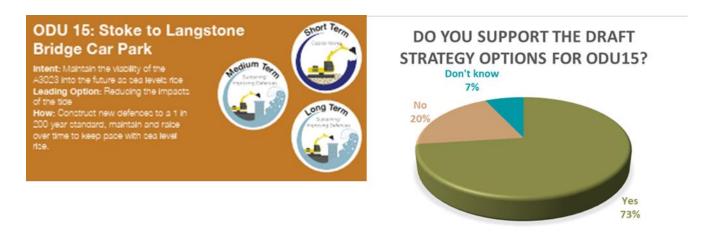


Figure 3-19 Draft Strategy for ODU 15 and Question 18 statistics

Question 19. Do you support the draft strategy options for ODU16: Langstone Bridge Car Park to Langstone Bridge?



Figure 3-20 Draft Strategy for ODU 16 and Question19 statistics

Question 20. Coastal funding is limited nationally and in order to progress projects we need to secure contributions.

Contributions can be in the form of time, meeting venues, data and information or a financial contribution, etc.

If a coastal scheme is proposed for your area, would you be willing to contribute towards that project to help ensure its delivery in the future?

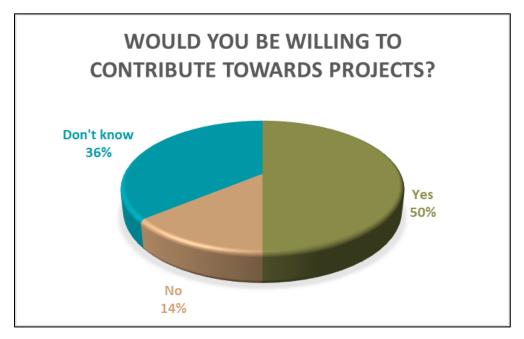


Figure 3-21 Question 20 statistics

Question 20a. If yes, in what form would you be willing to contribute?

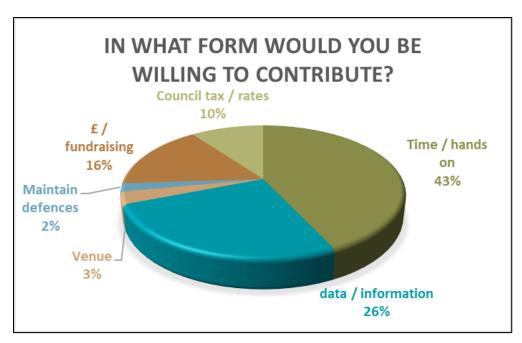


Figure 3-22 Question 20a statistics

# **4 PUBLIC FEEDBACK**

During the public consultation period, all feedback received was logged and evaluated, where necessary, individual responses were provided.

The Project team has considered each comment received, produced a written response and identified and logged if any revisions are required to the Strategy. These comments and the Project team responses are detailed in the tables below separated by ODU.

Most comments were received via the public consultation questionnaire, however, there are some additional comments which have been included which were received directly by email, or via Havant Borough Council's Local Plan consultation which ran at a similar time.

Some comments received via the Local Plan survey were respondents highlighting their concerns regarding coastal erosion and flood risk on Hayling Island. These primarily related to new and future development on Hayling Island and coastal flood and erosion risk now and in the future. There were also questions raised about the sustainability of development and regeneration plans in light of the future effects of climate change. This was also echoed in some of the responses received via the Strategy consultation.

# ODU 1

Comment no.	Q001	Consultee	Individual	Relates to	Questionnaire Q4
Comment received		Project Team Res	ponse	Revision Re	equired
when A3023 is blocked Surface water run-off n flooding to area behind with heavy rain. North surface water storage m	s an alternate route on and off Island d but is not considered in strategy? ot considered in strategy but causes F1b when large spring tide coincides Common Plan suggests additional nay be provided? F1b contains landfill age ditch on North Common) so should c?	access route for h Northney Marina a management of th Short Term Action Thank you for th Funding and Impl assessment to ide the area mention assessment. Groun of any scheme conditions, along to zone the presence shoreline, or floe environment throut adequately, this environment. Con will need to be involuded appraisals for this Specific analysis of flooding has not Management Strat consideration the Strategy and Surfa County Council as	ne new information, the Hayling Island ementation Strategy carried out a landfill entify areas of potential coastal landfill, but oned was not identified during that and investigations will be required as part along this frontage, to confirm ground with any presence of landfill. In the coastal of landfill is a risk because erosion of the boding, can release landfill into the ghexposure and leaching. If not dealt with material can pose a threat to the sequently, options to mitigate these risks estigated further during any future scheme frontage.  of the tide-locking impact on surface water been undertaken as part of the Coastal tegy. The Strategy has however taken into current Local Flood Risk Management ace Water Management Plans. Hampshire as the Lead Local Flood Authority are management of local sources of flooding	No change	to Strategy
Comment no.	Q002	Consultee	Individual	Relates to	Questionnaire Q4
Comment received		Project Team Res	ponse	Revision Re	equired

To a point. New sea defenses are required, but to the responsibility with place land/ property owners would put a big hole in the plan, and a dereliction of duty. I'm sure that property owners would contribute to the costs.		The Strategy recommends economically sound leading strategic approaches to managing flood and erosion risk. Although some future schemes may be able to attract some national public (Grant in Aid) funding, contributions will be required to make up the shortfall to enable schemes to progress. By knowing the potential future costs of works, mechanisms to investigate and secure funding can be developed.  Partnership funding will be essential to get a project off the ground and so contributions from local communities, businesses and / or private individuals as well as others, will be required.		No change to Strategy	
Comment no.	Q003	Consultee	Individual	Relates to	Questionnaire Q4
Comment received		Project Team Response		Revision Required	
main comments are: A) owned and it's the own What contingency plans out necessary work as i uses 2018 projections f of date - latest projection	Hayling is of interest/concern to me. My Many areas of coastline are privately ers' responsibility to protect coastline. If they do not carry to impacts adjoining areas. By Your plan or sea level rises of 1m, but this is out ons show polar icecaps melting faster level rises of 2m by 2100.	recommended parerosion on Hayling the implementation availability. Without possible to construct recommended by We need to be reat the island everywhold challenges with four and sea levels rist technically to defer the improving their committee and the improving the improvi	alistic in that we will not be able to defend here now or into the future. Aside from the unding schemes, as the climate changes e it is going to become increasing difficult	No change	to Strategy

Where there is little or no national economic case to do something under current funding rules, and where the landowner decides not to invest in their defences, then we will need to look to adaptation as a realistic response to coastal risks on the island now and into the future.

Adaptation focuses on adjusting to, and managing, the impacts of flooding and coastal erosion, as opposed to the other strategic options which aim to mitigate the impacts through physical flood protection measures, through:

- > Avoid: by identifying 'no build areas' and risk informed land use planning to prevent new development in areas a risk now and into the future.
- > Accommodate: by changing land uses, making property more resilient to flooding, and raising community awareness through support groups and flood warning.
- > Retreat: by withdrawing, relocating or abandoning assets at risk, or by allowing habitats to move landward as sea levels rise.
- (B) The Environment Agency East Solent flood model (2018) was the most up to date model available at the time of Strategy development. This model was used to support the economic appraisal and option development. To consider sea level rise, the Strategy has incorporated the latest sea level rise projections (UK Climate Projections 2018) into the flood modelling to produce 'Do Nothing' flood scenarios for 2041, 2071 and 2121. Following these guidelines, under the 'medium emissions' sea level rise scenario, mean sea levels across the Strategy frontage are expected to increase by approximately 1m over the coming century. As and when schemes are progressed following completion of the strategy, new flood modelling will be required to update the understanding or risk and inform defence designs. Any modelling undertaken in the future will be required to use the latest hydrodynamic model available and incorporate the current national sea level guidance available at that time.

Comment no. Q004 Consultee Individual Relates to Questionnaire Q4

Comment received		Project Team Response		Revision Required	
Would be good to understand where the set back defences might be - i.e., would they protect the houses of Northney Road? Fully support capital works along 1a and this should clearly be the priority for North Hayling, although it would be important to understand how much/where coastal squeeze might occur as a result of this.		The intent for this frontage is to 'maintain flood protection to properties while making space for nature by creating a more sustainable defence alignment into the future'. The flood risk management of the road and properties, including the location of any defences will need to be considered in more detail as part of a specific project, subject to funding.  More information on coastal squeeze is available in the Habitat Regulation Assessment.		No change to Strategy	
Comment no	Q005	Consultee	Individual	Relates to	Questionnaire Q4
Comment received		Project Team Res	ponse	Revision Required	
The critical item needing protection is the bridge approach roads. As Simple embankment or raising of the road level would protect the road. You can refer to previous recommendations in the EA's Hayling Island North Strategy Sept 2005		This concurs with our intent for ODU 1 to 'Maintain the viability of the Northney Rd A3023 into the future as sea level rise, by constructing new defences.  Raising the road was considered in the original list of options for this area, however, it was discounted due to the high cost associated with it. We have included a study in the Strategy's Short Term Action Plan to look at flood risk management options along Northney Road in more detail. Subject to securing funding, the study will relook at all options including road raising, relocation and embankments during appraisal.		No change to Strategy	
Comment no.	Q006	Consultee	Individual	Relates to	Questionnaire Q4
Comment received		Project Team Response		Revision Required	
Nothing really has changed. We have been talking about this for the last 20 years and nothing has happened. There is no money available to maintain what's there. No thought has been given to surface water draining from Northney, the need for a collection area for the surface water which has to be held while the tide is in. If defences aren't maintained there will be no collection area and roads will flood.		Management Strategy. The Strategy has however taken into consideration the current Local Flood Risk Management Strategy and Surface Water Management Plans. Hampshire			

Comment no.	Q007	Consultee	Individual	Relates to	Questionnaire Q4
Comment received		Project Team Response		Revision Required	
The building/reinforcing of sea defences needs to start asap		Noted. The Short Term Action Plan sets out a prioritised list of projects coming out of the Strategy. A study to look at flood risk management options along this frontage is included in the Action Plan to commence in the next few years, subject to securing funding.		No change to Strategy	
Comment no.	Q008	Consultee	Organisation	Relates to	Questionnaire Q4
Comment received		Project Team Res	sponse	Revision Required	
defences along Northner The new defences wou the saltmarsh directly to habitat would be preve that the junction to No directly south of the Tyr	Id likely have a detrimental impact on the north as sea level rises, and the need from moving inland. It is advised orthney Road is moved 350m south, the Shop.  If therefore only accessible from the	a) implement a frob) set back defendabitat creation and c) frontline protect.  Not only does to properties by clost the critical road in making space for Northney road is in HBC's draft location access route onto Northney village Marina and the Lafuture development. Realignment of options for this frowas taken through cost, was not take Further studies walignments and control of the studies walignments are studies walignments.	ontline defence to protect the road section aces along the central section to allow for and natural evolution of the shoreline ation to the former coastal landfill.  This provide flood risk protection to the sing the flood risk cell, but it also protects afrastructure and former landfill site whilst attracture where viable to do so.  Identified as a critical piece of infrastructure all plan providing an alternative emergency of the island. It is also crucial to access and maintain the viability of Northney angstone Quays Resort as well as potential and proposals in the area.  Northney Road was considered in the ontage as an adaptation option. The option in to the short list. However, due to the high an forward as the preferred option.  Ill be required to determine the best route defence types/heights which provide the apact on the natural environment.		ding for the Harbour onsultation with EA,

		The flood risk management of the road as well as the viability of defences will be considered as part of the Short Term Action Plan. It should be noted that any project coming out of the Strategy will need to consider the likelihood of obtaining any licences/consents.			
Comment no.	Q009	Consultee	Activity Group	Relates to	Questionnaire Q4
Comment received		Project Team Response		Revision Required	
We support the principle of defending the road, but any works there must support the Active Travel strategies of the government and both councils. A frontline floodwall would appear to block construction of a footpath and cycle path along Northney Rd, a key Active Travel route on and off the island. We would support an option to raise Northney Rd on the landward side, making it wider to provide a shared cycle path and footway, and reducing traffic disruption during construction		The Strategy recognises that Northney Road is an important access route for Hayling Island, including Northney village, Northney Marina and Langstone Quays Hotel. The flood risk management of the road, including pedestrian and cycle access will be considered as part of the Short Term Action Plan.		No change to Strategy	
Comment no.	E101	Consultee	Statutory Body	Relates to	Questionnaire Q4
Comment received					
Comment received		Project Team Res	sponse	Revision Re	equired
	way needs to be maintained along anding will be required	This concurs with viability of Northnesea levels rise, by and raising over tiles. As there is a low expenses.	n our intent for ODU 1 to 'Maintain the ey Road and the A3023 into the future as y constructing new defences, maintaining me to keep pace with sea level rise. economic case under current funding rules, ng alongside capital funding will likely be	Revision Re	
Area A: Agrees. High		This concurs with viability of Northnesea levels rise, by and raising over tile. As there is a low expartnership fundir	n our intent for ODU 1 to 'Maintain the ey Road and the A3023 into the future as y constructing new defences, maintaining me to keep pace with sea level rise. economic case under current funding rules, ng alongside capital funding will likely be		
Area A: Agrees. High existing route. Capital fu	inding will be required	This concurs with viability of Northnesea levels rise, by and raising over till As there is a low expartnership fundir required to progre	n our intent for ODU 1 to 'Maintain the ey Road and the A3023 into the future as y constructing new defences, maintaining me to keep pace with sea level rise. economic case under current funding rules, ng alongside capital funding will likely be ses a scheme.  Statutory Body	No change	to Strategy  Questionnaire Q4

		land drainage. V County Farms.	Ve are happy to put them in contact with		
Comment no.	E201	Consultee	Statutory Body	Relates to	Questionnaire Q4
Comment received		Project Team Res	ponse	Revision Re	equired
Marina, the REDACTE natural processes to take and eventual loss of pathe most sustainable, protect and enhance	In alternative access route to Northney D would support an option to allow the place e.g. roll back of the coastline, art of Northney Road. This is not only and low-cost option, but it will also the natural environment. Further the Effective Option' should be explored.	projects coming o risk management Action Plan to co securing funding.	Short Term Action Plan sets out a prioritised list of lects coming out of the Strategy. A study to look at flood management options along frontage 1A is included in the lon Plan to commence in the next few years, subject to uring funding. This study will need to look at all options in re detail, including relocating the road.		to Strategy
Comment no.	E202	Consultee	Statutory Body	Relates to	Questionnaire Q4
Comment received		Project Team Res	ponse	Revision Required	
REDACTED are currently the maintainer and operator for 1C but as there are no properties at risk we cannot justify spending any government money on maintenance. We would support an option to roll back the coastline. We should explore the option to excavate and remove the landfill material if this is economically viable.		Noted thank you. We would welcome further discussion with yourselves about this section.		No change	to Strategy
Comment no.	E203	Consultee	Statutory Body	Relates to	Questionnaire Q4
Comment received		Project Team Res	ponse	Revision Required	
1a – HTL, defend the road. Behind the road there are opportunities to create either intertidal or grazing marsh habitats, which would have some added value for FCERM in either compensatory habitat, BNG habitat or carbon offsetting. Could the option be defending the road, but place a series of culverts under it to allow saline ingress, additional costs for the culverts could be via natural capital, legal (environmental) or BNG offsetting payments?  1b – setback, no comment		Coastal Partners recreation, wells considered and it management scheet The Strategy record by the tide throug a time. As a result	emes obtain funding and are progressed, will ensure wider opportunities, such as being, access and environment, are included alongside flood and erosion risk emes in the future.  Included alongside flood and erosion risk emes in the future.  Included alongside flood and erosion risk emes in the future.  Included alongside flood and erosion risk emes in the future.  Included alongside flood and erosion risk emes in the future.  Included alongside flood and erosion risk emes in the future.  Included alongside flood and erosion risk emes in the future.  Included alongside flood and erosion risk emes in the future.  Included alongside flood and erosion risk emes in the future.  Included alongside flood and erosion risk emes in the future.		

1c – HTL due to landfill, this landfill site is relatively small (football pitch), inert and contains largely 'earthspoils'. Could this be beneficially reused away from the coast, to create high level bird roosts in a realignment scheme or to raise land that could create coastal grazing marsh, if shown to be inert? Perhaps the strategy should recommend HTL until an assessment on the levels of contamination have been investigated and if appropriate put forward for remediation/beneficial reuse within a realignment scheme and then this section could be put forward as a managed realignment? Additional costs for the remediation could be via natural capital, legal (environmental) or BNG offsetting payments?		specific areas	e secured. These projects will look into in more detail, including flood risk lorthney Road and the options and wider		
Comment no.	E301	Consultee Resident Group		Relates to	Questionnaire Q4
Comment received		Project Team Response		Revision Required	
Coastal Processes Reports have greatly exceeded so regularly that there is enabled with a flap.  ODU1a (Northney Rd for 1c, and needs its own some 1a appears to propose at 2 (after 2042)? How defences be between a been flooding regularly to the football of the governing with along Northney strategies of the governing We would support an landward side, making it	frontline floodwall, but not until Epoch can 'the residual life of the existing 10 and 20 years' when the road has for years?  Id appear to block a footpath and cycle Rd, contrary to the Active Travel	by the tide through a time. As a result projects and sche approvals can be specific areas management at N	gnises that the road is regularly inundated hout the year and impassable for hours at the Strategy identifies the need for several mes over the next 10 years if funding and a secured. These projects will look into in more detail, including flood risk orthney Road and the options available as ectives including the environment, leisure	No change	to Strategy

Comment no.	Q010	Consultee	Individual	Relates to	Questionnaire Q5
Comment received		Project Tea	m Response	Revision Re	equired
The marina and hotel depend on road access along Northney Road so are affected by how F1a & F1b are managed?  When the sea overtops F1a it flows south down (and floods the surface of) Northney Road, filling the ditch south of Langstone Quay. So F1a F1b and F2 are connected and the strategy needs to include this scenario.		The Hayling Island Coastal Management Strategy also needed to split the Island coastline into more manageable units because the present-day land use, future land use (e.g. redevelopment), land ownership, coastal defence asset types and flood and erosion risk varies significantly along the Hayling Island frontage. The creation of ODU's provides the flexibility to develop coastal management options on an area-by-area basis to ensure that those identified are appropriate at the local scale, taking into account local needs, but still comply with national guidelines. This approach was also followed for other Strategies along the South Coast, e.g. River Hamble to Portchester Strategy.  However, the Strategy appreciates that the ODUs are closely linked and do also need to be considered alongside one another.			
Comment no.	Q011	Consultee	Individual	Relates to	Questionnaire Q5
Comment received		Project Team Response		Revision Required	
Land owners should not be liable for this. The council need to take responsibility and do this		The Department for Environment, Food and Rural Affairs (Defra) has the overall policy responsibility for flood and coastal erosion risk management in England. It relies upon Local Authorities (LAs) to then assist and manage their own coastlines and frontages.  Coastal Protection Authorities and the Environment Agency have permissive powers to carry out works to protect against coastal flooding and erosion. However, this is not a legal obligation. This means Havant Borough Council has the 'power' to carry out coastal protection works but is not duty bound to do so and will not be liable for the failure to exercise these powers.			

		will only actis a clear works, fundengineering environmer Private la protecting to	Local Authorities and the Environment Agency to where there is a wide public benefit, when there economic case to developing coastal defence ding is sourced, when there is an appropriate g solution that is achievable and where not legislation is not contravened.  Indoor owners have ultimate responsibility for their own property from flooding and erosion and act within statutory planning regulations and other legislation.		
Comment no.	Q012	Consultee	Individual	Relates to	Questionnaire Q5
Comment received		Project Tea	am Response	Revision Re	equired
To a point. New sea defenses are required, but to the responsibility with place land/ property owners would put a big hole in te plan, and a dereliction of duty. I'm sure that property owners would contribute to the costs.		strategic a Although so national purequired to progress. E mechanism developed. Partnership ground an	o funding will be essential to get a project off the nd so contributions from local communities, and / or private individuals as well as others, will	No change	to Strategy
Comment no.	Q013	Consultee	Individual	Relates to	Questionnaire Q5
Comment received		Project Tea	am Response	Revision Re	equired
As above - what contingency plans if landowners do not carry out work? Projected sea level rises needs updating and therefore any required works updating.		The draft leading strategy options provide the recommended pathways for managing flooding and coastal erosion on Hayling Island over the next 100 years. However, the implementation of these options is dependent on funding availability. Without the necessary funding, it may not be		No change	to Strategy

possible to construct / maintain the defences / measures recommended by the options.

We need to be realistic in that we will not be able to defend the island everywhere now or into the future. Aside from the challenges with funding schemes, as the climate changes and sea levels rise it is going to become increasing difficult technically to defend everywhere.

Landowners are ultimately responsible for maintaining or improving their own defences. However, where private maintenance or replacement of defences by landowners does not happen, HBC may step in and use its permissive powers, but only if there is a wide public benefit, a clear economic case and funding to develop coastal defence works, an appropriate engineering solution that is achievable and where environment legislation is not contravened.

Where there is little or no national economic case to do something under current funding rules, and where the landowner decides not to invest in their defences, then we will need to look to adaptation as a realistic response to coastal risks on the island now and into the future.

Adaptation focusses on adjusting to, and managing, the impacts of flooding and coastal erosion, as opposed to the other strategic options which aim to mitigate the impacts through physical flood protection measures, through:

- > Avoid: by identifying 'no build areas' and risk informed land use planning to prevent new development in areas a risk now and into the future.
- > Accommodate: by changing land uses, making property more resilient to flooding, and raising community awareness through support groups and flood warning.
- > Retreat: by withdrawing, relocating or abandoning assets at risk, or by allowing habitats to move landward as sea levels rise.

The Environment Agency East Solent flood model (2018) was the most up to date model available at the time of Strategy development. This model was used to support the economic appraisal and option development. To consider

		level rise pr flood mode 2041, 2071 'medium en across the approximate schemes a strategy, ne understand modelling u latest hydro	se, the Strategy has incorporated the latest sea rojections (UK Climate Projections 2018) into the lling to produce 'Do Nothing' flood scenarios for and 2121. Following these guidelines, under the hissions' sea level rise scenario, mean sea levels Strategy frontage are expected to increase by ely 1m over the coming century. As and when are progressed following completion of the ew flood modelling will be required to update the ing or risk and inform defence designs. Any ndertaken in the future will be required to use the odynamic model available and incorporate the onal sea level guidance available at that time.			
Comment no.	Q014	Consultee	Organisation	Relates to	Questionnaire Q5	
Comment received		Project Tea	m Response	Revision Required		
maintain their own flood businesses, the Corn Partners are hereby in over the type of defe respond in accordance Planning Principles,	the landowner would propose to do to od and erosion protection to assets and asservancy cannot comment. Coastal nyited to consult with the Conservancy ences proposed. The Conservancy will with the AONB Management Plan and and our revised and forthcoming idance (Sustainable Shorelines), due in	Noted, than	k you	No change t	o Strategy	
Comment no.	E204	Consultee	Statutory Body	Relates to	Questionnaire Q5	
Comment received		Project Tea	m Response	Revision Re	quired	
No comment, note the recent planning inspectors ruling on private landowners being able to maintain private defences where they could cause coastal squeeze. Is Northney on the RHCP balance sheet, as SMP said HTL with further studies for realignment?		people and property are at risk, but to protect them, options				

			Northney is within ODU3. Because the SMP adopted a policy of HTL at Northney (SMP policy unit 5AHI02), the HCRP balance sheet will have assumed coastal squeeze over the three epochs. If the defences fail naturally, or a managed realignment scheme is implemented, then the HCRP balance sheet should be adjusted accordingly, for any intertidal habitat gained — in line with the agreed HCRP principles. As Northney is a potential managed realignment site, it has been included in the HCRP's forecast sheet for habitat creation opportunities (the whole site). We are currently investigating this potential opportunity, and will be meeting with the landowner as we do so		
Comment no.	E302	Consultee	Resident Group	Relates to	Questionnaire Q5
Comment received		Project Tea	m Response	Revision Required	
		Agreed.		No change to Strategy	

Comment no.	Q015	Consultee	Individual	Relates to	Questionnaire Q6
Comment received		Project Team Response		Revision Required	
no money and any soluthat has got us in the p to litigation over future	s predicated on the fact that you have ution is thus minimal. And look where ast! You will be leaving yourself open flood damage to Hayling properties if he urgency of the situation - especially evelopment is allowed	(Defra) has coastal eros Local Author coastlines a Coastal Prohave permis coastal flooobligation.	tment for Environment, Food and Rural Affairs the overall policy responsibility for flood and sion risk management in England. It relies upon prities (LAs) to then assist and manage their own and frontages.  Otection Authorities and the Environment Agency sive powers to carry out works to protect against oding and erosion. However, this is not a legal This means Havant Borough Council has the earry out coastal protection works but is not duty	No change	to Strategy

		In general, I only act who clear econo funding is so solution that is not contral Private land their own possible.	Local Authorities and the Environment Agency will ere there is a wide public benefit, when there is a smic case to developing coastal defence works, ourced, when there is an appropriate engineering t is achievable and where environment legislation		
Comment no.	Q016	Consultee	Individual	Relates to	Questionnaire Q6
Comment received		Project Team Response		Revision Required	
The reinstatement of existing defences needs to commence immediately to prevent further land loss.		agricultural maintain the more sustai It recomme defences or raise to kee defences hat The Strateg schemes ov be secured.	egy intent for this frontage is to maximise opportunities while making space for nature to e viability of agricultural land while exploring a nable defence alignment into the future.  Sends doing this by constructing new set-back over time, and where appropriate, maintain and exp pace with Sea Level Rise. The location of the as not yet been determined but will be inland.  By has identified the need for several projects and over the next 10 years if funding and approvals can These projects will look at the area in more detail these projects is Northney Habitat Restoration in	No change	to Strategy
Comment no.	Q017	Consultee	Organisation	Relates to	Questionnaire Q6
Comment received		Project Tea	m Response	Revision Re	equired

REDACTED assumes that any new defences will be located near the properties and farm buildings, rather than where they are at present.		The Strategy intent for this frontage is to maximise agricultural opportunities while making space for nature to maintain the viability of agricultural land while exploring a more sustainable defence alignment into the future.  It recommends doing this by constructing new set-back defences over time, and where appropriate, maintain and raise to keep pace with Sea Level Rise. The location of the defences has not yet been determined but yes will be further inland.  The Strategy has identified the need for several projects and schemes over the next 10 years if funding and approvals can be secured. These projects will look at the area in more detail, and one of these projects is Northney Habitat Restoration in ODU 3.		No change to Strategy	
Comment no.	Q018	Consultee	Organisation	Relates to	Questionnaire Q6
Comment received		Project Team Response		Revision Required	
especially for Brent Gerealignment as there is captured in the HRA it inland habitats for Breimpacts on the Solent	We are supportive of maximising opportunities for nature especially for Brent Geese and waders. Exploring managed realignment as there is a really good opportunity. However, as captured in the HRA it will be important to consider the loss of inland habitats for Brent Geese and waders and that the impacts on the Solent Wader and Brent Geese network of sites is considered holistically across Hayling Island and wider.		or the support.	No change	to Strategy
Comment no.	E103	Consultee	Statutory Body	Relates to	Questionnaire Q6
Comment received		Project Tea	m Response	Revision Re	equired
REDACTED Grazing L	REDACTED Grazing Land at St Peters Rd - noted		Noted thank you.		to Strategy
Comment no.	E205	Consultee	Statutory Body	Relates to	Questionnaire Q6
Comment received		Project Tea	m Response	Revision Required	

Has the opportunity to excavate and remove landfill material been explored here? Acceptance of the tide and natural evolution of the coast would be a favourable option.		The opportunity to excavate and remove landfill material has been explored but at the moment it isn't viable due to the high cost of landfill tax. However, this option will be revisited and looked at in more detail at the next stage as part of project appraisal.		No change to Strategy	
Comment no.	E206	Consultee	Statutory Body	Relates to	Questionnaire Q6
Comment received		Project Tea	m Response	Revision Re	equired
changes could still	zing marsh or intertidal, both land use be farmed, less intensively, whilst services and habitat compensation.	Noted, than	k you	No change	to Strategy
Comment no.	E303	Consultee	Resident Group	Relates to	Questionnaire Q6
Comment received		Project Team Response		Revision Required	
is highly popular by products, services a measurable financial, contribute not only to H and the region's prospe flood defences for the extreme. b) On that the bewilderment amongs good agricultural, land building but, in this is squeeze' that results fracross our region.  We are aware of politicate loss of essential farmland to be flood infrastructure is still mis farmland coastal flood	about the following: a) Northney Farm visitors and residents alike, its food and rural traditions provide both material and well-being benefits that ayling Island's life but also to Havant's crity. Therefore failure to create suitable his farmland is short-sighted in the heme, there is definite frustration and to residents that any and particularly on Hayling is sacrificed not only for instance, to compensate for 'coastal from excessive housing developments call policies that devise justification for greenfields in Havant but permitting ed to permit house-building where using, must be challenged. c) How can fing be good for Chichester Harbour's the historic presence of nitrates in	Hayling Isla maximise a nature to rexploring a future. Becassessmen including sa Continuing sustainable health of precedent rand consentration of Chapter and Chapt	ise the importance of the agricultural land on and. The Strategy intent for this frontage is to agricultural opportunities while making space for maintain the viability of agricultural land while a more sustainable defence alignment into the fore any scheme is implemented, detailed ts will need to be undertaken, however, wetlands altmarsh are excellent carbon and nutrient sinks. to defend on the same alignment is not in the future with sea level rise, costs and for the the Harbour (Coastal squeeze). Due to the now set within Chichester Harbour, permissions ats to rebuild defences on the same alignment to cultural land are now unlikely due to the declining nichester Harbour SSSI, as there is an alternative efences further set back.	No change	to Strategy

Comment no.	Q019	Consultee	Individual	Relates to	Questionnaire Q7
Comment receiv	red	Project Teal	m Response	Revision Re	equired
Land owners should not be liable for this. The council need to take responsibility and do this		(Defra) has coastal eros Local Autho	ment for Environment, Food and Rural Affairs the overall policy responsibility for flood and sion risk management in England. It relies upon rities (LAs) to then assist and manage their own nd frontages.	No change	to Strategy
		have permis coastal floo obligation. 'power' to c	tection Authorities and the Environment Agency sive powers to carry out works to protect against ding and erosion. However, this is not a legal This means Havant Borough Council has the arry out coastal protection works but is not duty so and will not be liable for the failure to exercise rs.		
		only act whe clear econo funding is so	Local Authorities and the Environment Agency will ere there is a wide public benefit, when there is a mic case to developing coastal defence works, burced, when there is an appropriate engineering is achievable and where environment legislation avened.		
			owners have ultimate responsibility for protecting roperty from flooding and erosion and they must atutory planning regulations and other applicable		
Comment no.	Q020	Consultee	Individual	Relates to	Questionnaire Q7
Comment receiv	red	Project Team Response		Revision Re	equired
To a point. New sea defenses are required, but to the responsibility with place land/ property owners would put a big hole in te plan, and a dereliction of duty. I'm sure that property owners would contribute to the costs		The Strategy recommends economically sound leading strategic approaches to managing flood and erosion risk. Although some future schemes may be able to attract some national public (Grant in Aid) funding, contributions will be required to make up the shortfall to enable schemes to			

		mechanisms developed. Partnership ground and	y knowing the potential future costs of works, so to investigate and secure funding can be funding will be essential to get a project off the doso contributions from local communities, and / or private individuals as well as others, will		
Comment no.	Q021	Consultee	Individual	Relates to	Questionnaire Q7
Comment receiv	/ed	Project Tear	m Response	Revision Re	equired
out work? Proje	contingency plans if landowners do not carry ected sea level rises needs updating and quired works updating	pathways for Hayling Isla implemental availability. possible to recommend. We need to the island exchallenges we sea levels.	ading strategy options provide the recommended or managing flooding and coastal erosion on and over the next 100 years. However, the tion of these options is dependent on funding Without the necessary funding, it may not be construct / maintain the defences / measures ed by the options.  be realistic in that we will not be able to defend verywhere now or into the future. Aside from the with funding schemes, as the climate changes and rise it is going to become increasing difficult to defend everywhere.	No change	to Strategy
		Landowners are ultimately responsible for maintaining or improving their own defences. However, where private maintenance or replacement of defences by landowners does not happen, HBC may step in and use its permissive powers, but only if there is a wide public benefit, a clear economic case and funding to develop coastal defence works, an appropriate engineering solution that is achievable and where environment legislation is not contravened.  Where there is little or no national economic case to do			
		landowner d need to look	under current funding rules, and where the ecides not to invest in their defences, then we will to adaptation as a realistic response to coastal island now and into the future.		

	impacts of fi other strates through physics > Avoid: by insection of the suse planning and into the suse planning and into the suse planning and into the planning and into the suse. The Environation of the most up development appraisal and the Strategy projections modelling to 2071 and suse approximate approximate schemes are new flood understanding unlatest hydro	focusses on adjusting to, and managing, the coding and coastal erosion, as opposed to the gic options which aim to mitigate the impacts sical flood protection measures, through:  dentifying 'no build areas' and risk informed land to prevent new development in areas a risk now future.  date: by changing land uses, making property to to flooding, and raising community awareness cort groups and flood warning.  withdrawing, relocating or abandoning assets at flowing habitats to move landward as sea levels  ment Agency East Solent flood model (2018) was to date model available at the time of Strategy to the time of Strategy to the conomic doption development. To consider sea level rise, and the incorporated the latest sea level rise (UK Climate Projections 2018) into the flood produce 'Do Nothing' flood scenarios for 2041, 2121. Following these guidelines, under the issions' sea level rise scenario, mean sea levels Strategy frontage are expected to increase by ly 1m over the coming century. As and when a progressed following completion of the strategy, modelling will be required to update the ang or risk and inform defence designs. Any indertaken in the future will be required to use the dynamic model available and incorporate the inal sea level guidance available at that time.		
Comment no. Q022	Consultee	Individual	Relates to	Questionnaire Q7
Comment received	Project Tear	n Response	Revision Re	equired
The implication is that land/house owners bear the costs associated with maintenance of sea defences. How do you insure that everyone plays their part in maintaining those	We need to be realistic in that we will not be able to defend the island everywhere now or into the future. Aside from the		to Strategy	

			1			
	ouilding new defences that cle ot too distant future	early will be		rise it is going to become increasing difficult of defend everywhere.		
			improving the maintenance not happen, but only if the and funding engineering	are ultimately responsible for maintaining or heir own defences. However, where private e or replacement of defences by landowners does HBC may step in and use its permissive powers, ere is a wide public benefit, a clear economic case to develop coastal defence works, an appropriate solution that is achievable and where t legislation is not contravened.		
			something landowner d need to look	e is little or no national economic case to do under current funding rules, and where the ecides not to invest in their defences, then we will to adaptation as a realistic response to coastal island now and into the future.		
			impacts of accommoda	focusses on adjusting to, and managing, the flooding and coastal erosion, by avoiding, ting or retreating, as opposed to intervention ch aim to mitigate the impacts through physical		
				tion measures.		
Comment no.	Q023				Relates to	Questionnaire Q7
Comment no.  Comment receiv			flood protect	Individual	Relates to Revision Re	
Comment receiv		ct properties	Consultee  Project Tear  We need to the island exchallenges was levels	Individual	Revision Ro	

	reby invited to consult with the Conservancy f defences proposed. The Conservancy will rdance with the AONB Management Plan and iples, and our revised and forthcoming				
Until it is known maintain their ow businesses, the	what the landowner would propose to do to wn flood and erosion protection to assets and e Conservancy cannot comment. Coastal	Noted, thank		No change	
Comment receiv		Project Tear		Revision Re	
Comment no.	Q024	rise.  Consultee	Organisation	Relates to	Questionnaire Q7
		> Retreat: by	through support groups and flood warning.  > Retreat: by withdrawing, relocating or abandoning assets at risk, or by allowing habitats to move landward as sea levels		
		more resilie	> Accommodate: by changing land uses, making property more resilient to flooding, and raising community awareness		
			dentifying 'no build areas' and risk informed land g to prevent new development in areas a risk now future.		
		impacts of f other strate	focusses on adjusting to, and managing, the looding and coastal erosion, as opposed to the gic options which aim to mitigate the impacts sical flood protection measures, through:		
			e is little or no national economic case to do under current funding rules, and where the ecides not to invest in their defences, then we will to adaptation as a realistic response to coastal island now and into the future.		

Gutner Point - REDACTED Agrees – Gutner already contains a succession of habitats	Noted, thank you		No change to Strategy	
Comment no. E105	Consultee	Statutory Body	Relates to	Questionnaire Q7
Comment received	Project Teal	m Response	Revision Required	
Mill Rythe School - further info required to understand flood risk where School at intersection of 2 x ODUs with different policies	detail, howe	We are happy to arrange a meeting to discuss this in more detail, however, the tidal flood risk to the school originates from ODU 5.		to Strategy
Comment no. E207	Consultee	Statutory Body	Relates to	Questionnaire Q7
Comment received	Project Teal	m Response	Revision Required	
No comment, note the recent planning inspectors ruling on private landowners being able to maintain private defences where they could cause coastal squeeze, note that Verner common is designated, any option to do nothing would require compensation, the RHCP would need to factor in, as this is a change from the SMP option? Assume private landowers would pick this issue up with NE?	As the SMP policy is Hold The Line (NPFA), the HCRP balance sheet will have assumed coastal squeeze and no loss of terrestrial habitats. If the line is not held, then the HCRP balance sheet should be adjusted accordingly, for any intertidal habitat gained and any coastal grazing marsh lost — in line with the agreed HCRP principles. It's unlikely that the private landowners would know to notify NE in such a scenario, and this is something for the HCRP co-ordinators to consider further.		No change	to Strategy
Comment no. E208	Consultee	Statutory Body	Relates to	Questionnaire Q7
Comment received	Project Teal	m Response	Revision Required	
According to our maps this unit is all privately maintained – Strategy suggests this is maintained by EA/private. This needs clarification with REDACTED team.	We will follow this up directly and update the Strategy as required.		No change	to Strategy
Comment no. E304	Consultee	Resident Group	Relates to	Questionnaire Q7
Comment received	Project Teal	m Response	Revision Re	equired

We feel that this section would be clearer with an appropriate contour map of the harbour, showing e.g. tidal surges over the Epochs. We are curious as to how far the sea level and tidal surges are expected to be, given that there is a major community school on the edge of this section. If it is not within this area then how will flooding waters be kept at bay?

There is also real concern about this section of Hayling which is only approximately 1 km. across with not only 2 Harbours encroaching on either side but also Hayling's only road connecting north & south of the island. Even if Highways England choose to move the road inland, this is an extremely vulnerable section. Yet there is no mention of this vulnerability in the Report is there? It is also noteworthy that there are many productive local businesses off Mill Rythe Lane. If Coastal Partners, and specifically the EA, expect private companies/businesses to deal with flood threats at their own costs, would it not be sensible to provide them with detailed information at this early stage that

- a) makes clear the probable erosion and flood threats over the3 Epochs using eg contour maps with tidal surges
- b) provides the best methods of creating bunds or defences that are readily accessible and not too expensive, so that they use environmentally acceptable materials?

Given the Council's problems with monitoring and enforcement, this information is surely an essential element of good forward planning and support.

We can provide further maps to show flood risk over time to this area. Map 2 on page 44 shows the modelled flood risk in 100 years time with an allowance for climate change, assuming no defences were in place.

Coastal Partners are happy to assist landowners with any questions they have about private defences, funding that might be available or advise about obtaining the necessary licences and consents.

Figure 2.3 in the Coastal Processes report shows flood and erosion risk for the north of Hayling Island. The flood extents shown in this figure (present day and in 100 years' time) are based on the JBA East Solent Flood Model outputs which include wave overtopping and it has been updated with the latest sea level rise guidance – UK Climate Projections 2018 (UKCP18). This is the most up to date flood modelling information we have available.

This particular section of Hayling is narrow as pointed out, however neither the flood zones or indicative erosion zones from the east or west connect in this location.

Figure 2.3 in the Coastal Processes report shows the most up-to-date flood modelling available for present day and in 100 years' time, as well as the indicative erosion zones for three epochs (0-20 years, 20-50 years and 50-100 years).

No change to Strategy

Comment no.	Q025	Consultee	Individual	Relates to	Questionnaire Q8
Comment received		Project Team F	Project Team Response		equired
ODU5a, yes, ODU	ODU5a, yes, ODU 5b, yes. ODU 5c, not private owners		ent for Environment, Food and Rural Affairs are overall policy responsibility for flood and a risk management in England. It relies upon		to Strategy

	Local Authorities (LAs) to then assist and manage their own coastlines and frontages.  Coastal Protection Authorities and the Environment Agency have permissive powers to carry out works to protect against coastal flooding and erosion. However, this is not a legal obligation. This means Havant Borough Council has the 'power' to carry out coastal protection works but is not duty bound to do so and will not be liable for the failure to exercise these powers.  In general, Local Authorities and the Environment Agency will only act where there is a wide public benefit, when there is a clear economic case to developing coastal defence works, funding is sourced, when there is an appropriate engineering solution that is achievable and where environment legislation is not contravened.  Private land owners have ultimate responsibility for protecting their own property from flooding and erosion and they must act within statutory planning regulations and other applicable legislation.	
Comment no. Q026	Consultee Individual	Relates to Questionnaire Q8
Comment received	Project Team Response	Revision Required
If left to private landowner, surely the island is affected if the landowner can't afford to do anything. The whole island's coastline should be financed	The Department for Environment, Food and Rural Affairs (Defra) has the overall policy responsibility for flood and coastal erosion risk management in England. It relies upon Local Authorities (LAs) to then assist and manage their own coastlines and frontages.  Coastal Protection Authorities and the Environment Agency have permissive powers to carry out works to protect against coastal flooding and erosion. However, this is not a legal obligation. This means Havant Borough Council has the 'power' to carry out coastal protection works but is not duty bound to do so and will not be liable for the failure to exercise these powers.  In general, Local Authorities and the Environment Agency will	No change to Strategy

	clear economic case to developing coastal defence works, funding is sourced, when there is an appropriate engineering solution that is achievable and where environment legislation is not contravened.  Private land owners have ultimate responsibility for protecting their own property from flooding and erosion and they must act within statutory planning regulations and other applicable legislation.		
Comment no. Q027	Consultee Individual	Relates to	Questionnaire Q8
Comment received	Project Team Response	Revision Re	equired
As above - what contingency plans if landowners do not carry out work? Projected sea level rises needs updating and therefore any required works updating.	The draft leading strategy options provide the recommended pathways for managing flooding and coastal erosion on Hayling Island over the next 100 years. However, the implementation of these options is dependent on funding availability. Without the necessary funding, it may not be possible to construct / maintain the defences / measures recommended by the options.  We need to be realistic in that we will not be able to defend the island everywhere now or into the future. Aside from the challenges with funding schemes, as the climate changes and sea levels rise it is going to become increasing difficult technically to defend everywhere.  Landowners are ultimately responsible for maintaining or improving their own defences. However, where private maintenance or replacement of defences by landowners does not happen, HBC may step in and use its permissive powers, but only if there is a wide public benefit, a clear economic case and funding to develop coastal defence works, an appropriate engineering solution that is achievable and where environment legislation is not contravened.  Where there is little or no national economic case to do something under current funding rules, and where the landowner decides not to invest in their defences, then we will need to look to adaptation as a realistic response to coastal risks on the island now and into the future.	No change	to Strategy

Adaptation focusses on adjusting to, and managing, the impacts of flooding and coastal erosion, as opposed to the other strategic options which aim to mitigate the impacts through physical flood protection measures, through: > Avoid: by identifying 'no build areas' and risk informed land use planning to prevent new development in areas a risk now and into the future. > Accommodate: by changing land uses, making property more resilient to flooding, and raising community awareness through support groups and flood warning. > Retreat: by withdrawing, relocating or abandoning assets at risk, or by allowing habitats to move landward as sea levels rise. The Environment Agency East Solent flood model (2018) was the most up to date model available at the time of Strategy development. This model was used to support the economic appraisal and option development. To consider sea level rise, the Strategy has incorporated the latest sea level rise projections (UK Climate Projections 2018) into the flood modelling to produce 'Do Nothing' flood scenarios for 2041, 2071 and 2121. Following these guidelines, under the 'medium' emissions' sea level rise scenario, mean sea levels across the Strategy frontage are expected to increase by approximately 1m over the coming century. As and when schemes are progressed following completion of the strategy, new flood modelling will be required to update the understanding or risk and inform defence designs. Any modelling undertaken in the future will be required to use the latest hydrodynamic model available and incorporate the current national sea level guidance available at that time. Individual Questionnaire Q8 Comment no. Q028 Consultee Relates to Project Team Response **Revision Required** Comment received Yes Thank you for your support No change to Strategy Q029 Consultee Individual Questionnaire Q8 Comment no. Relates to

Comment received		Project Team F	Response	Revision Re	equired
	I cannot understand piece-meal improvements, flood protection in some areas will surely lead to other areas flooding		Before undertaking a scheme work will be carried out to assess the likely impact of such a scheme on the local and wider area in terms of flooding.		to Strategy
			Protection of some areas won't in itself directly increase flood risk to others. However, within a single flood cell, flood defences do need to be joined up to be effective for all at risk.		
		island everywl challenges with sea levels ris	realistic in that we will not be able to defend the nere now or into the future. Aside from the funding schemes, as the climate changes and e it is going to become increasing difficult lefend everywhere.		
		technically to defend everywhere.  Landowners are ultimately responsible for maintaining or improving their own defences. However, where private maintenance or replacement of defences by landowners does not happen, HBC may step in and use its permissive powers, but only if there is a wide public benefit, a clear economic case and funding to develop coastal defence works, an appropriate engineering solution that is achievable and where environment legislation is not contravened.  Where there is little or no national economic case to do something under current funding rules, and where the landowner decides not to invest in their defences, then we will need to look to adaptation as a realistic response to coastal risks on the island now and into the future.			
Comment no.	Q030	Consultee	Organisation	Relates to	Questionnaire Q8
Comment received		Project Team F	Response	Revision Re	equired
Chichester Harbour at Tournerbury Far personal interest be lease for the land of	orts ODU5a. On ODU5b, on 15/11/22 Trust became the landowner of the land m. The Conservancy hereby declares a ecause the Conservancy will take-on the once the current Farm Business Tenancy or sooner. With regards ODU5c, the	Noted, thank you		No change	to Strategy

Conservancy would not want to see hard defences installed around Tournerbury Woods.				
Comment no. Q031	Consultee	Organisation	Relates to	Questionnaire Q8
Comment received	Project Team Response		Revision Required	
The REDACTED has recently acquired the freehold of an area of coastal marsh at unit ODU 5B. Together with our partner organisations, we support the policy to adapt to the tide and make space for nature, however we have raised concerns about the timescales outlined in the strategy. It would be preferable to have the ability to maintain the existing defences in the short term, whilst the potential for a comprehensive scheme for habitat creation and managed realignment is explored	e d d d d d d d d d d d d d d d d d d d		No change	to Strategy
Comment no. Q032	Consultee	Individual	Relates to	Questionnaire Q8
Comment received	Project Team Response		Revision Required	
Has the potential for regular flooding( as sea levels rise ) on to Salterns Lane / horse field public footpath to local schools, from Pond Head House creek, been fully factored in to the medium &long term strategy? Would this be public or private capital works?	Tidal flood risk to the whole Island has been considered as part of the Strategy. For frontage 5c the intent is for landowners to maintain their own flood and erosion protection to assets and businesses or adapt to become more resilient to flooding in the future.		No change	to Strategy
Comment no. E106	Consultee	Statutory Body	Relates to	Questionnaire Q8
Comment received	Project Team F	Response	Revision Re	equired
Area A Mill Rythe School - further info required to understand flood risk where School at intersection of 2 x ODUs with different policies	We are happy to arrange a meeting to discuss this in more detail, however, the tidal flood risk to the school originates from ODU 5.		No change	to Strategy
Comment no. E209	Consultee	Statutory Body	Relates to	Questionnaire Q8
Comment received	Project Team F	Response	Revision Re	equired

	e areas in this unit where we can accept ne coast to naturally evolve?	Yes, in Area 5b, to set back defences / retreat to higher land. There may also be opportunities to let the coast naturally evolve in 5c.				
Comment no.	E210	Consultee	Statutory Body	Relates to	Questionnaire Q8	
Comment received		Project Team F	Response	Revision Re	equired	
benefits to fund the  — SPA/Ramsar — a r  compensatory habit the SMP is HTL opportunity for ha costly/difficult given either HTL or adap ruling on private lar	ocation of holiday village provide enough wider objectives option of HTL here? 5B realignment would require grazing marsh tat to be added to the RHCP losses, as here. A realignment provides good abitat creation, but could be quite the constraints. 5C- private landowners ot. Note the recent planning inspectors adowners being able to maintain private by could cause coastal squeeze.	There are 310 properties at risk from flooding over the 100 years and 15 properties at risk from erosion within ODU5. The option appraisal has considered the damage/benefits for the entire ODU.  5B - Noted. Yes, the HCRP would keep track of these scenarios, with the balance sheet updated accordingly. We are actively investigating habitat creation opportunities at 5B to confirm whether or not there is a potentially viable scheme.  5C – Yes, agree with comment.		years and 15 properties at risk from erosion within ODU5. The option appraisal has considered the damage/benefits for the entire ODU.  5B - Noted. Yes, the HCRP would keep track of these scenarios, with the balance sheet updated accordingly. We are actively investigating habitat creation opportunities at 5B to confirm whether or not there is a potentially viable scheme.		to Strategy
Comment no.	E211	Consultee	Statutory Body	Relates to	Questionnaire Q8	
Comment no.  Comment received	E211	Consultee Project Team F		Relates to		
The flap valve is in repair so either need which returns inland we couldn't secur investigation it does of the coastline	n poor condition and too dangerous to ds to be completely re-built or moved.  It e and Maintain 5a and the counter wall d. The counter wall is a failing asset and re funding to repair it. Upon further sn't appear to serve a function if the rest here is maintained. This should be it is not serving a flood risk management		Response		equired	
The flap valve is in repair so either need REDACTED Operative which returns inland we couldn't secur investigation it does of the coastline decommissioned if it	n poor condition and too dangerous to ds to be completely re-built or moved.  te and Maintain 5a and the counter wall d. The counter wall is a failing asset and re funding to repair it. Upon further sn't appear to serve a function if the rest here is maintained. This should be	Project Team F	Response	Revision Re	equired	

Given the planned management for this section, can we assume the School will be protected?	The intent for ODU 5a is to maintain and improve flood protection to properties and businesses, subject to securing funding. This includes the school.	0,
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Comment no.	Q033	Consultee	Individual	Relates to	Questionnaire Q9
Comment received		Project Tear	n Response	Revision Re	equired
Land owners should not be liable for this. The council need to take responsibility and do this		The Department for Environment, Food and Rural Affairs (Defra) has the overall policy responsibility for flood and coastal erosion risk management in England. It relies upon Local Authorities (LAs) to then assist and manage their own coastlines and frontages.  Coastal Protection Authorities and the Environment Agency have permissive powers to carry out works to protect against coastal flooding and erosion. However, this is not a legal obligation. This means Havant Borough Council has the 'power' to carry out coastal protection works but is not duty bound to do so and will not be liable for the failure to exercise		No change to Strategy	
		only act whe clear econor funding is so	ocal Authorities and the Environment Agency will are there is a wide public benefit, when there is a mic case to developing coastal defence works, burced, when there is an appropriate engineering is achievable and where environment legislation	s a ks, ng	
		Private land owners have ultimate responsibility for protecting their own property from flooding and erosion and they must act within statutory planning regulations and other applicable legislation.			
Comment no.	Q034	Consultee	Individual	Relates to	Questionnaire Q9

Comment received	Project Team Response	Revision Required
Maintenance should continue, but new defenses should begin before it is too late. Long term usually means never!	Flood and erosion risk here is low until the future. There is an economic case to do capital works in the long term.	No change to Strategy
Comment no. Q035	Consultee Individual	Relates to Questionnaire Q9
Comment received	Project Team Response	Revision Required
Mostly residential so it's not just defending land	The frontage comprises residential properties and privately- owned adhoc coastal defences.	No change to Strategy
Comment no. Q036	Consultee Individual	Relates to Questionnaire Q9
Comment received	Project Team Response	Revision Required
Private maintenance!! So HBC wash their hands of responsibility and residents have to fund defences?	The Department for Environment, Food and Rural Affairs (Defra) has the overall policy responsibility for flood and coastal erosion risk management in England. It relies upon Local Authorities (LAs) to then assist and manage their own coastlines and frontages.  Coastal Protection Authorities and the Environment Agency have permissive powers to carry out works to protect against coastal flooding and erosion. However, this is not a legal obligation. This means Havant Borough Council has the 'power' to carry out coastal protection works but is not duty bound to do so and will not be liable for the failure to exercise these powers.  In general, Local Authorities and the Environment Agency will only act where there is a wide public benefit, when there is a clear economic case to developing coastal defence works, funding is sourced, when there is an appropriate engineering solution that is achievable and where environment legislation is not contravened.  Private land owners have ultimate responsibility for protecting their own property from flooding and erosion and they must act within statutory planning regulations and other applicable legislation.	No change to Strategy

Comment no.	Q037	Consultee	Individual	Relates to	Questionnaire Q9
Comment received		Project Tear	m Response	Revision Re	equired
ODU6 ,too.Hantsc. path frm Salterns La	comments for ODU5 as applicable to c spent money on providing all weather ane to local schools,so it is money wasted is not protected by public capital sea	economic case to do capital works in the long term.		No change to Strategy	
Comment no.	E212	Consultee	Statutory Body	Relates to	Questionnaire Q9
Comment received		Project Tear	m Response	Revision Required	
	private landowners defences, long term 5 SC different option than ODU 6, as in e: defences?	ODU 5c stretches from Tournerbury Woods Estate to Salterns		No change	to Strategy

Com	nment no.	E213	Consultee	Statutory Body	Relates to	Questionnaire Q10
Com	ment received		Project Team F	Response	Revision Re	equired

According to our maps REDACTED are the maintainer from the landing stage nr Salterns Close to the Boating Lake.  There is an elephant trunk outfall (asset ID 505144) which leaks and causes issues for the sailing club  Asset 185390, from the slipway at Mengham Sailing club is below required condition with a residual life of 5rs. Access to maintain is very difficult with plant. Future options need to consider the whole life of the asset including maintenance and demolition. A setback option should be considered to reduce coastal squeeze as a rock toe it likely to be required. The section in front of the boating lake is below required condition. This whole unit needs to be considered together to ensure no double counting of properties. An Option to realign defences to the rear of the boating lake should be considered here.	defence way option had we agree considered to start low option should be considered to squeeze as a rock toe it likely to be required whole unit needs to be considered togstoe to the boating of properties. An Option to s to the rear of the boating lake should be	Thank you for providing information on the area. A set back defence was considered but was discounted as the leading option had a higher Cost Benefit Ratio.  We agree that the whole flood risk frontage needs to be considered as one.  The Selsmore to Mengham FCERM scheme study is included in the short term action plan, to start within the next few years to start looking at options. Although the intent here is to 'maintain flood protection to the residents, community and businesses, the study will need to also look at opportunities to set back defences if appropriate		No change to Strategy	
Commant to F244	E214 Consultee	Ctatutana Dada	Relates to	Overstian mains O40	
Comment no. E214	Constitution	Statutory Body	Relates to	Questionnaire Q10	
Comment no. E214  Comment received		m Response	Revision Re		

Comment no.	Q038	Consultee	Individual	Relates to	Questionnaire Q11
Comment receiv	ed	Project Team F	Response	Revision Re	equired

I consider nature conservation and wildlife to be the most important issue		Thank you for your comment. We agree that nature conservation and wildlife are important issues which are considered holistically with all other issues on the Island within the Strategy.		No change to Strategy	
Comment no.	Q039	Consultee	Individual	Relates to	Questionnaire Q11
Comment receive	ed	Project Team Response Revision Re		equired	
resorts in the uk, flood defences of rocks out at sea, with rocks built up every 500 yards to produce grounds going out see, 4 times the length of the ones now (something similar to what is at sandbanks) enabling people to walk on them in calmer times. Rebuild the beach in height and width with sand in between these newly formed bays. Sand moves less than shingle		As part of our ongoing management of Eastoke, we update our Beach Management Plan every 5 years. When this process is undertaken, we consider many different methods of coastal management to determine which would be the most efficient and cost effective for the coastline.  Currently the most cost-effective method for coastal protection is beach management, however this may change in the future with sea level rise / increased storminess and effectiveness of the current method of working.  Rock structures will be considered as an alternative method for coastal protection in the future, alongside other potential options to help protect Eastoke.			
Comment no.	Q040	Consultee	Individual	Relates to	Questionnaire Q11
Comment receive	ed	Project Team Response		Revision Required	
You stipulate long term improvement. Does this include new concrete sea walls		The intent for ODU 8 is to maintain a healthy beach alongside flood and erosion protection to residents, community and businesses at Eastoke. Yes, this is likely to include a combination of defences, including flood walls, crest raising, set back floodwalls, rock groynes and beach management.			
Comment no.	Q041	Consultee	Individual	Relates to	Questionnaire Q11
Comment receive	ed	Project Team Response		Revision Required	
Adding very large	e boulders going out to sea.		DDU 8 is to maintain a healthy beach alongside sion protection to residents, community and	No change to Strategy	

		combination of	Eastoke. Yes, this is likely to include a defences, including flood walls, crest raising, walls, rock groynes and beach management.		
Comment no.	Q042	Consultee	Individual	Relates to	Questionnaire Q11
Comment received		Project Team F	Response	Revision Re	equired
Spending millions on pebble throwing has been a waste of money. Old grounes should have been replaced as with the revetements west of The Inn on the Beach. Erosion there has accelerated in recent years since the old ones were removed.		The beach is currently maintained in line with our approved Beach Management Plan (BMP) (2017-2022(24)), which can be found on our website here: https://coastalpartners.org.uk/project/south-hayling-beach-management-plan/. This BMP was approved by the Environment Agency, who fund all the works through Central Government. The BMP is refreshed on a 5-yearly cycle, and at each stage different options for coastal management are assessed. Currently, beach management is the preferred option for the Eastoke frontage.  The groynes and timber revetment at West Beach were not replaced, in line with the Coastal Policy of 'natural evolution' in the area. These structures were past the end of their design life, and the decision was taken that they would be removed and not replaced when the posed a significant H&S risk. The beach is now left to evolve to its' natural position, with regular monitoring by Havant Borough Council.			
Comment no.	Q043	Consultee	Individual	Relates to	Questionnaire Q11
Comment receive	ed	Project Team F	Response	Revision Re	equired
Concerned about the time scale for this strategy, Given our garden floods now every year several times with a potential construction time frame being 2031 I feel this may be too late for ODU 8n		on risk, over the A project is commence in the project production can be secure funding on the ground	as recommended a suite of projects, dependant e next 10 years, in its implementation plan. recommended for the North of Eastoke to he next couple of years.  rocess, however, from inception through to an take a number of years. First, we have to for, and then progress a study to look at options in detail. The next stage is to secure more elop detailed designs, then funding to actually	No change	to Strategy

	a s		cheme. This process is not straightforward as ing to Government Grant in Aid will need to be er for a scheme to progress to construction, he island, which can extend the timeline further.			
Comment no.	Q044	Consultee	Individual	Relates to	Questionnaire Q11	
Comment receive	d	Project Team F	Response	Revision Re	equired	
Although I do not currently	believe the beach is being well maintained	The beach is currently maintained in line with our approved Beach Management Plan (BMP) (2017-2022(24)), which can be found on our website here: https://coastalpartners.org.uk/project/south-hayling-beach-management-plan/. This BMP was approved by the Environment Agency, who fund all the works through Central Government. The BMP is refreshed on a 5-yearly cycle, and at each stage different options for coastal management are assessed. Currently, beach management is the preferred option for the Eastoke frontage.		Beach Management Plan (BMP) (2017-2022(24)), which can be found on our website here: https://coastalpartners.org.uk/project/south-hayling-beach-management-plan/. This BMP was approved by the Environment Agency, who fund all the works through Central Government. The BMP is refreshed on a 5-yearly cycle, and at each stage different options for coastal management are assessed. Currently, beach management is the preferred		to Strategy
Comment no.	Q045	Consultee	Individual	Relates to	Questionnaire Q11	
Comment receive	d	Project Team Response		Revision Required		
100 or 10 years is too long and we all trust the first work to extend the rock defences all the way to include Eaststoke corner is made in next few years. Also a critical view or judgement should be taken if the current rainbowing is cost effective as increasingly we see the dredger isn't firing significant pebbles on the beach but silt, that is lost back to sea with the first storm.		The pump-ashore of material at the Eastoke frontage is undertaken generally twice within a 5-year BMP programme. We extract the material from the Chichester Harbour Approach Channel as a maintenance dredge, working in partnership with		No change	to Strategy	

	We acknowledge that the finer material is generally removed from the system by the storm waves, however the shingle which is delivered is of good quality, cost-effective for the works and remains within the beach system once placed.			
Comment no. Q046	Consultee Individual	Relates to Questionnaire Q11		
Comment received	Project Team Response	Revision Required		
Defence of this southeast portion of the Island is not sustainable. The ground conditions comprise gravel of old beach deposits which are easily erodable. The shoreline is exposed to the south and southeasterly gales. Rising sea levels and the effects of man are widening the entrance to Chichester Harbour which is causing higher tides and higher risk of flooding and coastal erosion. Long term beach replenishment is not sustainable. The Draft Strategy does not mention any future development.	These comments have been noted, and any impacts of rising sea levels will be considered through the Chichester Strategy. The beach is currently maintained in line with our approved Beach Management Plan (BMP) (2017-2022(24)), which can be found on our website here: https://coastalpartners.org.uk/project/south-hayling-beach-management-plan/. This BMP was approved by the Environment Agency, who fund all the works through Central Government. The BMP is refreshed on a 5-yearly cycle, and at each stage different options for coastal management are assessed. Currently, beach management is the preferred option for the Eastoke frontage.  The current Strategy can only take into consideration existing development during appraisal.  Planning applications for any future development at the coast will need to consider Strategy recommendations as well as meeting tests with respect to building in flood and erosion risk areas.  Even though the Strategy may recommend a defence scheme in an area, there is no guarantee that a scheme will progress.	No change to Strategy		
Comment no. Q047	Consultee Individual	Relates to Questionnaire Q11		
Comment received	Project Team Response	Revision Required		
The construction of rock groynes would diminish beach access, look unsightly and fail to address the real issues affecting Eastoke. A rock revetment would be a far better use of limited resources. The continued shingle recycling would	We aim to undertake beach management works twice per year; once in September/October to ensure the beach is at design profile prior to the winter, and once just prior to Easter to build the beach back to design if needed, following the			

exponentially increase in cost as sea levels rise due to the extra material needed and the increased frequency at which it needs to be carried out. The cost is £50,000 each time and recently it's happened 3 times a year! A fact not considered in this strategy!		winter and before the summer tourist period on Hayling. Over the past few years we have had to undertake urgent works during the winter following significant storm events, to reinstate the beach where it has rolled back on to the promenade.  The impact of increasing storms / increased activity on the beach has been noted and identified, and this will be taken in to account going forwards when considering future management methods for the Eastoke frontage			
Comment no.	Q048	Consultee	Individual	Relates to	Questionnaire Q11
Comment receive	d	Project Team F	Response	Revision Re	equired
sea wall or the sp at Eastoke. Know extremely importa flooding and erosi	a wall or the splash wall along the rear of the promenade Eastoke. Knowing the condition of these structures is tremely important in determining the future chances of boding and erosion. This oversight means future projections all scenarios are flawed and the recommendations should existing defences a epoch 1. However, would have failed information on this report (Appendix A		(Do Nothing) scenario, it was assumed that all ses around the Island would be in place during ever, in epoch 2 it was assumed all defences iled (if no maintenance were to occur). More this is available in the economic appraisal dix A). The condition of the structures will be ther as part of the prioritisation for scheme and implementation	No change	to Strategy
Comment no.	Q049	Consultee	Individual	Relates to	Questionnaire Q11
Comment receive	d	Project Team F	Response	Revision Re	equired
Currently too slow. Apathy over the past		The project process, from inception through to construction can take a number of years. First, we have to secure funding for, and then progress a study to look at options on the ground in detail. The next stage is to secure more funding to develop detailed designs, then funding to actually construct the scheme. This process is not straightforward as additional funding to Government Grant in Aid will need to be sourced in order for a scheme to progress to construction, anywhere on the island, which can extend the timeline further.		g d p e e al	
Comment no.	Q050	Consultee	Individual	Relates to	Questionnaire Q11
Comment receive	d	Project Team Response		Revision Required	

When the single was first put in place in 1985 when Mr Ridley director of technical services they knew what they were doing it contained armouring and lasted 20 years now we seem to have the dredge from Chichester harbour all fine sand and pebbles which only last 1 year at most not cost effective Plus not replacing the sea defences at west beach is a rather stupid Floods the car park on a regular basis	The pump-ashore of material at the Eastoke frontage is undertaken generally twice within a 5-year BMP programme. We extract the material from the Chichester Harbour Approach Channel as a maintenance dredge, working in partnership with Chichester Harbour Conservancy.  We have noted that the shingle build up within the channel is generally the same size as that found on the beach, and therefore the pump-ashore of this material is considered a beneficial reuse of material which would otherwise be lost from the system.  We would expect up to 20% losses of deposited material as silt, however when we identify a higher proportion of 'fine' material being delivered, we speak with the Captain and ask them to change their extraction area within the Harbour Entrance.  We acknowledge that the finer material is generally removed from the system by the storm waves, however the shingle which is delivered is of good quality, cost-effective for the works and remains within the beach system once placed.	No change to Strategy	
Comment no. Q051	Consultee Individual	Relates to Questionnaire Q11	
Comment received	Project Team Response	Revision Required	
The existing beach replenishment scheme does not take into account the basic requirements of tourists and the health of local residence by this frequent industrial process	The beach is currently maintained in line with our approved Beach Management Plan (BMP) (2017-2022(24)), which can be found on our website here: https://coastalpartners.org.uk/project/south-hayling-beach-management-plan/. Within the BMP we consider the impact of the works on the local community and tourism. One of the key objectives of the current BMP is 'To maintain the amenity	No change to Strategy	

Comment no.	Q052	Consultee	Organisation	Relates to	Questionnaire Q11
Comment received		Project Team Response		Revision Required	
proposals. We are	required to understand impacts of the supportive of maintaining a healthy beach ential to ensure high tide roosts and tern ined	Thank you for your support.		No change to Strategy	
Comment no.	E401	Consultee	Business	Relates to	Questionnaire Q11
Comment receive	d	Project Team R	Response	Revision Re	equired
Gunner Point. W properties at Ea	a MOU with HBC for shingle extraction from /e will continue to support protection for istoke, subject to there being sufficient for recycling and without compromising for the clubs land	management along the Hayling frontage now and into the future. Thank you for your continued support.			
Comment no.	E107	Consultee	Statutory Body	Relates to	Questionnaire Q11
Comment receive	d	Project Team Response		Revision Required	
	oint Nature Reserve - Noted – Site more ertopping or breach of ODU 8 North	Agreed		No change to Strategy	
Comment no.	E215	Consultee	Statutory Body	Relates to	Questionnaire Q11
Comment receive	d	Project Team Response		Revision Required	
HTL – combination of flooding from sea-level rise and erosion issues? Is there a case here for more innovative offshore reef systems to reduce beach erosion and provide offshore habitats and local economic benefits from fish/farming kelp/oysters reefs? Using natural capital and levelling up funding? This could reduce the impacts of building onshore to the public amenity assets?					

		but didn't progress to the shortlist due to impacts on the environment and relative high cost.			
Comment no.	E216	Consultee	Statutory Body	Relates to	Questionnaire Q11
Comment received		Project Team Response		Revision Required	
REDACTED maintain the Northern Frontage from 79a Eastoke Avenue to 32 Wittering Rd. It has recently been observed that sections of the steel sheet pile wall are in poor condition.  Any scheme here needs to ensure no double counting of properties when the southern section of the scheme is considered. It is unlikely that GiA would fully fund this		Noted thank you. Any project will need to consider benefits on an individual level to ensure no double counting.		No change to Strategy	
scheme.	· · · · · · · · · · · · · · · · · · ·				
Comment no.	E306	Consultee	Resident Group	Relates to	Questionnaire Q11
Comment received		Project Team Response		Revision Required	
Notwithstanding the practical proposals for this area, there is real concern about the possibility that funding might not be available, leaving the ubiquitous "adaptation" scenario. Whilst we are all aware that funding any coastal defences is by no means certain in the UK without considerable resources, residents and visitors with property interest on Hayling, are increasingly anxious about future insurance renewals and property values. Therefore there are many Eastoke residents who are worried about the time-line presented in the Strategy's Summary Booklet pp 73-74, fearing that the 2026 start of Eastoke's Erosion Management may even then leave them vulnerable to erosion and flooding from increasing storm surges. Residents also query what is meant by Eastoke Drainage 2024: what exactly does this mean?		The project process, from inception through to construction can take a number of years. First, we have to secure funding for, and then progress a study to look at options on the ground in detail. The next stage is to secure more funding to develop detailed designs, then funding to actually construct the scheme. This process is not straightforward as additional funding to Government Grant in Aid will need to be sourced in order for a scheme to progress to construction, anywhere on the island, which can extend the timeline further.  The short term action plan in the summary strategy document is likely to be refined, so the 2026 start is not set in stone.  The Eastoke Drainage project is essentially a project to appraise options to improve drainage of overtopped seawater from the Eastoke promenade back into the sea during storm events. This could include for example new porous control structures, such as a rock revetment / rock groynes at key erosion hotspots along the frontage, to improve drainage and reduce beach losses.		Potential update to the short term action plan	

Comment no.	Q053	Consultee	Individual	Relates to	Questionnaire Q12
Comment received		Project Team Response		Revision Required	
This section of beach is wide and, so far, robust. With minimal additions to coastal protection here a good outcome is achieveable		The Inn on the Beach acts as a terminal groyne, which in turn results in holding the beach to the east in place. The intent along this frontage is to maintain a healthy beach alongside flood and erosion protection to residents, community and businesses along the seafront. Although minimal intervention is required here at present, the intent is to continue beach management while maintaining the Inn on the Beach as a control structure, but to also look at new defences in the future if risk increases.		No change to Strategy	
Comment no.	Q054	Consultee	Individual	Relates to	Questionnaire Q12
Comment received		Project Team Response		Revision Required	
I am strongly in favour of using large rock groynes and rocky islands 150-200m off shore to reduce erosion. Even better would be to produce a lagoon surrounded by rocks, that allowed the water in and out. This would reduce coastal erosion, and provide a much safer, calmer area for bathers, paddle boarders, anglers, and it would attract tourists that provide much needed contributions to the local economy. Locally the tides are strong, so why not put tidal generators in the offshore groynes.		The implementation of an offshore breakwater on the south coast (Eastoke to West Beach) was explored as part of the appraisal process. There are a range of potential design configurations for this measure, but it would most likely involve the construction of a structure extending from the shore into the sea or a structure immediately offshore of the beach. The structure would be designed to protect the frontage from the force of the waves, in turn reducing coastal erosion and flood risk.  This measure would likely be high cost (relative to other competing options) and would reduce the benefit: cost ratio significantly, likely making the approach unfeasible from a funding perspective. It is unlikely to be supported by key stakeholders due to the important environmental designations in the intertidal and offshore areas. The impacts of an offshore breakwater on these environmental designations would be more significant than the impact of other coastal management		No change to Strategy	

		have a greater The flood and of that the breaky fails to deliver needed to ac	t would be much larger and could potentially impact on designated sites.  erosion risk benefits are offset by the disruption vater could cause in this area. This option also the required flexibility and adaptive capacity commodate future uncertainty in respect to e, and therefore was screened out early in the ess			
Comment no.	Q055	Consultee	Individual	Relates to	Questionnaire Q12	
Comment receive	d	Project Team F	Response	Revision Re	equired	
, it is a commercial health & effective Lane. This area is it overtops here a toilet block sunke failing timber gro	Yes BUT the Inn on the Beach should not be the focal point, it is a commercial premise. A better focal point for defences health & effectiveness is the foreshore at the foot of Bound Lane. This area is a good indicator how severe a storm is as it overtops here and floods the ex pitch and putt (now rail & toilet block sunken area). Adding replace asap the current failing timber groynes with rocks. Also review if yearly rainbowing is effective as we see more silt than pebbles and silt doesn't s		When looking at the coastal processes along the Hayling frontage, a drift divide has been identified close to Creek Road, Eastoke. At this location ~1/3 of the beach material moves in an easterly direction towards Chichester Harbour, while ~2/3 of the material moves westerly. While there may be a small onshore feed of shingle here, the rate of sediment transport is higher than the onshore feed. Therefore material is naturally lost from the Eastoke frontage, leading to the requirement to recycle shingle back to this section of coastline to help stabilise the beach profile and help reduce the risk of coastal flooding and erosion to the properties.		No change to Strategy	
Comment no.	Q056	Consultee	Individual	Relates to	Questionnaire Q12	
Comment receive	ed	Project Team F	Response	Revision Re	equired	
Concerned that the Havant Local Plan shows new buildings/development along this section of beach.  Do they liaise with you, surely this is a flood risk area? Would prefer that the Inn on the Beach is kept if possible. Would be very sad to lose the Par 3 public golf course, this is a well-used leisure facility for local residents and visitors		We have been liaising with HBC's local plan team to ensure coastal flood and erosion risk is taken into account, alongside the draft strategy options. Planning applications for any development at the coast will need to consider Strategy recommendations as well as meeting tests with respect to building in flood and erosion risk areas.  The Inn on the Beach acts as a terminal groyne, which in turn results in holding the beach to the east in place. The intent along this frontage is to maintain a healthy beach alongside flood and erosion protection to residents, community and				

		is required he management	ong the seafront. Although minimal intervention re at present, the intent is to continue beach while maintaining the Inn on the Beach as a re, but to also look at new defences in the future s.		
Comment no.	Q057	Consultee	Individual	Relates to	Questionnaire Q12
Comment receive	d	Project Team I	Response	Revision Re	equired
your predictioins are based on a 2018 estimate lastest nasa advice is much more extreem		The Environment Agency East Solent flood model (2018) was the most up to date model available at the time of Strategy development. This model was used to support the economic appraisal and option development. To consider sea level rise, the Strategy has incorporated the latest sea level rise projections (UK Climate Projections 2018) into the flood modelling to produce 'Do Nothing' flood scenarios for 2041, 2071 and 2121. Following these guidelines, under the 'medium emissions' sea level rise scenario, mean sea levels across the Strategy frontage are expected to increase by approximately 1m over the coming century. As and when schemes are progressed following completion of the strategy, new flood modelling will be required to update the understanding or risk and inform defence designs. Any modelling undertaken in the future will be required to use the latest hydrodynamic model available and incorporate the current national sea level guidance available at that time.		No change to Strategy	
Comment no.	Q058	Consultee	Individual	Relates to	Questionnaire Q12
Comment receive	d	Project Team I	Response	Revision Required	
beach replenishment is not a long term solution. Rock groynes etc. will affect the long shore drift creating uncertain changes . Consider offshore breakwaters.		The leading option along this frontage is likely to incorporate beach management as part of a suite of approaches to manage the frontage. Rock groynes may also be part of this approach over time.  The implementation of an offshore breakwater on the south coast (Eastoke to West Beach) was explored as part of the appraisal process. There are a range of potential design configurations for this measure, but it would most likely involve			

		the sea or a structure would force of the warisk.  This measure competing opti significantly, lil funding perspet stakeholders d in the intertidal breakwater on more significant measures as in have a greater.  The flood and of that the breakwater to deliver needed to accomplete the war and that the breakwater of the statement of the statement of the statement of the statement of the war and the statement of the statement of the statement of the war and the statement of the statement of the statement of the war and the statement of the statement of the war and the statement of the war and the statement of the war and the war and the statement of the war and t	n of a structure extending from the shore into ructure immediately offshore of the beach. The dibe designed to protect the frontage from the eves, in turn reducing coastal erosion and flood would likely be high cost (relative to other ons) and would reduce the benefit: cost ratio kely making the approach unfeasible from a ective. It is unlikely to be supported by key use to the important environmental designations and offshore areas. The impacts of an offshore these environmental designations would be at than the impact of other coastal management to would be much larger and could potentially impact on designated sites.  Berosion risk benefits are offset by the disruption water could cause in this area. This option also the required flexibility and adaptive capacity commodate future uncertainty in respect to ea, and therefore was screened out early on in rocess.		
Comment no.	Q059	Consultee	Individual	Relates to	Questionnaire Q12
Comment receive	d	Project Team Response		Revision Required	
Beach management doesn't need to be carried out in this area as the effects of longshore drift mean the shingle in the previous section would naturally feed into this one. There are few properties at real risk of flooding or erosion in this area except directly by eastoke corner car park. So spending lots of money in this area is unnecessary		When looking at the coastal processes along the Hayling frontage, a drift divide has been identified close to Creek Road, Eastoke. At this location ~1/3 of the beach material moves in an easterly direction towards Chichester Harbour, while ~2/3 of the material moves westerly. While there may be a small onshore feed of shingle here, the rate of sediment transport is higher than the onshore feed. Therefore material is naturally lost from the Eastoke frontage, leading to the requirement to recycle shingle back to this section of coastline to help stabilise the beach profile and help reduce the risk of coastal flooding and erosion to the properties		No change	to Strategy
Comment no.	Q060	Consultee	Individual	Relates to	Questionnaire Q12

Comment received		Project Team F	Response	Revision Required	
Needs to be kept as a usable beach for families and locals		The intent for this frontage is to maintain a healthy beach alongside flood and erosion protection to residents, community and businesses along the seafront.		No change to Strategy	
Comment no.	Q061	Consultee	Individual	Relates to	Questionnaire Q12
Comment receive	ed	Project Team F	Response	Revision Re	equired
New rock armour seems effective		The intent for this frontage is to maintain a healthy beach alongside flood and erosion protection to residents, community and businesses along the seafront. Through continued beach management, new rock groynes and new defences to maintain the Inn on the Beach as a control structure, maintain and raise over time to keep pace with sea level rise. All subject to securing funding to progress a scheme in the future.		No change to Strategy	
Comment no.	Q062	Consultee	Individual	Relates to	Questionnaire Q12
Comment receive	ed	Project Team Response		Revision Required	
Currently too slow. Apathy over the past		The project process, from inception through to construction can take a number of years. First, we have to secure funding for, and then progress a study to look at options on the ground in detail. The next stage is to secure more funding to develop detailed designs, then funding to actually construct the scheme. This process is not straightforward as additional funding to Government Grant in Aid will need to be sourced in order for a scheme to progress to construction, anywhere on the island, which can extend the timeline further.			
Comment no.	Q063	Consultee	Individual	Relates to	Questionnaire Q12
Comment receive	Comment received		Project Team Response		equired
Defenses can be improved as part of the Hayling Regeneration Strategy, e.g. new promenades for walkers		As individual schemes obtain funding and are progressed, Coastal Partners will ensure wider opportunities, such as recreation, wellbeing, access and environment, are			

also act as sea defenses, play parks like at Tipnor, creation of a tidal swimming pool.		considered and included alongside flood and erosion risk management schemes in the future.			
Comment no.	Q064	Consultee	Individual	Relates to	Questionnaire Q12
Comment receive	ed	Project Team F	Response	Revision Re	equired
Far too much to read		We have tried to keep the Draft Strategy summary document as short as possible, but found that due to the complexities of the Island and flood and coastal erosion management, it is difficult to shorten it further without losing important information. We hope that the roadmaps for each ODU help to provide an short overview of the draft leading options.		No change to Strategy	
Comment no.	Q065	Consultee	Individual	Relates to	Questionnaire Q12
Comment receive	ed	Project Team Response		Revision Required	
I support building sea defences, embankments, revetments and dredging. I do NOT support the ongoing 'nourishment and recycling of stones'. The lorries with their weight are doing just as much damage as the sea, as they compact the stones below as they go across 5 at a time. The pollution and taking stones from areas which already have sea flooding, inn on the beach, by pebble beach cafe etc, is ridiculous. This is a costly waste of time and some 'real' defences are needed		The beach is currently maintained in line with our approved Beach Management Plan (BMP) (2017-2022(24)), which can be found on our website here: https://coastalpartners.org.uk/project/south-hayling-beach-		No change to Strategy	

			ald be noted that West Beach is no longer an and material is not removed from this location.			
Comment no.	Q066	Consultee	Individual	Relates to	Questionnaire Q12	
Comment receive	ed	Project Team F	Response	Revision Re	equired	
I do not agree that there is low economic case to do anything due to the popularity of this area and the businesses located here. I am pleased to see active management is the leading option. One thing that appears to have been missed is the presence of a number of beach huts on this section of the beach, many of these are privately owned and the councils current plan appears to be to let them fall into the sea with seemingly no plans to relocate the huts or provide compensation for the owners		There is a very low economic case to do anything along this frontage from the public purse perspective, however, the Strategy leading option here would allow for private maintenance or replacement of defences by landowners or adaptation. This is due to the current Government funding rules by which we are bound.  Thank you for pointing this omission out. We will correct this ODU description, referencing the beach huts in this location.		this ODU description		
Comment no.	Q067	Consultee	Individual	Relates to	Questionnaire Q12	
Comment receive	ed	Project Team F	Response	Revision Required		
to East Stoke. Co would cost more become savings Beach acts as 'b' the defenses &	g shingle moved from west of Inn on Beach est p/yr over £1mill. Fixing problem properly in year but costs would be recuperated & in future. Longterm view required. Inn on each control structure' ie important part of a associated costs should be met by becoming an island & will soon become siness.	most efficient and cost-effective method of coastal protection at Eastoke. The current 7-year BMP has a total budget of £3.6m, which covers both the cost of recycling and recharge as well as staff time / research / licences and consenting for the work. Looking to the future we will be assessing whether		most efficient and cost-effective method of coastal protection at Eastoke. The current 7-year BMP has a total budget of £3.6m, which covers both the cost of recycling and recharge as well as staff time / research / licences and consenting for the work. Looking to the future we will be assessing whether beach management continues to be the most effective method of coastal protection, or whether an alternative method of		to Strategy
Comment no.	Q068	Consultee	Individual	Relates to	Questionnaire Q12	
Comment receive	ed	Project Team Response Revision Requi		equired		
As long as there i	is no new housing sneaked in.	Planning applications for any future development at the coast will need to consider Strategy recommendations as well as meet tests with respect to building in flood and erosion risk areas.		ell as		

			ne Strategy may recommend a defence scheme re is no guarantee that a scheme will progress.		
Comment no.	Q069	Consultee	Individual	Relates to	Questionnaire Q12
Comment receive	d	Project Team F	Response	Revision Re	equired
The text above of unclear to read.	detailing the proposals is too small and	Noted, thank y	ou.	Review text	size
Comment no.	E217	Consultee	Statutory Body	Relates to	Questionnaire Q12
Comment receive	d	Project Team F	Response	Revision Re	equired
Working with the tide will be challenging with 1m more water depth. There seems no appreciation what this will do to the swell waves in terms of defence crest raising. "Reducing impacts of the tide" is more relevant here.		Risks along this frontage are predominantly from wave overtopping and coastal erosion, therefore the intent of this option is to maintain a healthy beach as the first line of defence, recognising that new beach control structures will be required in time. We have commissioned a study to investigate bi-modal impacts along the Hayling coastal frontage, the results of which will feed into the final Strategy.		No change to Strategy	
Comment no.	E218	Consultee	Statutory Body	Relates to	Questionnaire Q12
Comment receive	d	Project Team Response		Revision Required	
HTL - combination of flooding from sea-level rise and erosion issues? Is there a case here for more innovative offshore reef systems to reduce beach erosion and provide offshore habitats and local economic benefits from fish/farming kelp/oysters reefs? Using natural capital and levelling up funding? This could reduce the impacts of building onshore to the public amenity?		Offshore breakwaters were included in the longlist but didn't progress to the shortlist due to impacts on the environment and relative high cost. The Strategy recognises that there is a very low economic case to do something in ODU9, so a variety of funding sources will need to be investigated. Subject to funding, a Beach Management Plan is proposed for this area which will ensure wider opportunities, such as recreation, wellbeing, access and environment, are considered and included alongside flood and erosion risk management schemes in the future.			
Comment no.	E307	Consultee	Resident Group	Relates to	Questionnaire Q12

Comment received	Project Team Response	Revision Required	
We support the plans to protect the beach	Thank you for your support.	No change to Strategy	

Comment no.	Q070	Consultee	Individual	Relates to	Questionnaire Q13
Comment received	d	Project Team F	Response	Revision Re	equired
Bring back the sand, the decencies and car park		The current beach management plan does not allow for movement or import of sand material to the beach at Eastoke. When we undertake any beach management works, we can only move shingle to form the beach defence at Eastoke, and therefore we try to only extract the shingle from beaches to the west of the Island. This is because the shingle absorbs wave energy more readily than sand at this location, and therefore provides an increased form of coastal defence at this location.		No change to Strategy	
Comment no.	Q071	Consultee	Individual	Relates to	Questionnaire Q13
Comment received	d	Project Team Response		Revision Required	
Natural evolution did not work and the sea has already encroached way beyond your predictions		From our assessments and surveys, the beach crest is still within the predictions for the area. It is monitored regularly, and this monitoring will continue over the coming months. The most recent surveys shows that in some locations the beach crest has moved seaward from the predictions, whereas in others it is closer to the landward extent of the predicted beach shape.			
Comment no.	Q072	Consultee	Individual	Relates to	Questionnaire Q13
Comment received		Project Team Response		Revision Required	
This area has been abandoned by the council. The sea defences removed with a plan to do nothing. Excellent. Last		The timber structures at West Beach were constructed during the 1970s and have now reached the end of their serviceable		No change to Strategy	

time the area flooded it was within a 100 m of houses. Why wait until houses are flooded ?? To put in some kind of defence. Proactive not reactive. Car park is a mess it should be a tourist attraction.		life. In 2008 Havant Borough Council (HBC) made the decision that the beach management policy at West Beach is 'natural evolution'. This means that when the defences became a significant health and safety risk, they would be removed rather than replaced or maintained, and the beach allowed to develop in to its' natural position.  Since 1976, HBC have spent over £1million in maintaining these defences. As there are no residential properties at risk at this location, new defences are not eligible for government funding.			
Comment no.	Q073	Consultee	Individual	Relates to	Questionnaire Q13
Comment received	d	Project Team F	Response	Revision Required	
	Land owners should not be liable for this. The council need to take responsibility and do this		The Department for Environment, Food and Rural Affairs (Defra) has the overall policy responsibility for flood and coastal erosion risk management in England. It relies upon Local Authorities (LAs) to then assist and manage their own coastlines and frontages.  Coastal Protection Authorities and the Environment Agency have permissive powers to carry out works to protect against coastal flooding and erosion. However, this is not a legal obligation. This means Havant Borough Council has the 'power' to carry out coastal protection works but is not duty bound to do so and will not be liable for the failure to exercise these powers.  In general, Local Authorities and the Environment Agency will		to Strategy
		clear economic funding is sour solution that is is not contrave  Private land over their own properties.	there is a wide public benefit, when there is a c case to developing coastal defence works, reed, when there is an appropriate engineering achievable and where environment legislation ned.  I when there is an appropriate engineering achievable and where environment legislation ned.  I when there is a wide public benefit, when there is a case of the coastal defence works, reed, when there is a case of the coastal defence works, reed, when there is a case of the coastal defence works, reed, when there is a case of the coastal defence works, reed, when there is a case of the coastal defence works, reed, when there is an appropriate engineering achievable and where environment legislation ned.		

Comment no.	Q074	Consultee	Individual	Relates to	Questionnaire Q13
Comment receive	ed	Project Team F	Response	Revision Re	equired
the construction of a Igoon would reduce coastal erosion		An offshore breakwater (which would create a lagoon) was considered at the long list option stage, as well as harbour entrance flood barriers. However, these options were ruled out due to the high cost, environmental impact on the environmentally designated harbour and an offshore breakwater would not be an effective defence measure for areas where the main source of flood risk is from tidal inundation (rather than wave overtopping)		No change to Strategy	
Comment no.	Q075	Consultee	Individual	Relates to	Questionnaire Q13
Comment receive	ed	Project Team F	Response	Revision Required	
	y plans if landowners do not carry out work? yel rises needs updating and therefore any odating.	Project Team Response  t work? The draft leading strategy options provide the		No change	to Strategy

Where there is little or no national economic case to do something under current funding rules, and where the landowner decides not to invest in their defences, then we will need to look to adaptation as a realistic response to coastal risks on the island now and into the future.

Adaptation focusses on adjusting to, and managing, the impacts of flooding and coastal erosion, as opposed to the other strategic options which aim to mitigate the impacts through physical flood protection measures, through:

- > Avoid: by identifying 'no build areas' and risk informed land use planning to prevent new development in areas a risk now and into the future.
- > Accommodate: by changing land uses, making property more resilient to flooding, and raising community awareness through support groups and flood warning.
- > Retreat: by withdrawing, relocating or abandoning assets at risk, or by allowing habitats to move landward as sea levels rise.

The Environment Agency East Solent flood model (2018) was the most up to date model available at the time of Strategy development. This model was used to support the economic appraisal and option development. To consider sea level rise, the Strategy has incorporated the latest sea level rise projections (UK Climate Projections 2018) into the flood modelling to produce 'Do Nothing' flood scenarios for 2041, 2071 and 2121. Following these guidelines, under the 'medium emissions' sea level rise scenario, mean sea levels across the Strategy frontage are expected to increase by approximately 1m over the coming century. As and when schemes are progressed following completion of the strategy, new flood modelling will be required to update the understanding or risk and inform defence designs. Any modelling undertaken in the future will be required to use the latest hydrodynamic model available and incorporate the current national sea level guidance available at that time.

Comment no. Q076 Consultee Individual Relates to Questionnaire Q13

Comment received		Project Team F	Response	Revision Re	Revision Required	
the landowners for this part of the coastline but require action by them or on their behalf to protect our home.		frontage from Strategy lead	y low economic case to do anything along this the public purse perspective, however, the ing option here would allow for private r replacement of defences by landowners.	No change to Strategy		
		then we will ne	downer decides not to invest in their defences, ed to look to adaptation as a realistic response s on the island now and into the future.			
		impacts of floo other strategic	cusses on adjusting to, and managing, the oding and coastal erosion, as opposed to the coptions which aim to mitigate the impacts al flood protection measures, through:			
		> Avoid: by identifying 'no build areas' and risk informed land use planning to prevent new development in areas a risk now and into the future.				
			> Accommodate: by changing land uses, making property more resilient to flooding, and raising community awareness through support groups and flood warning.			
			vithdrawing, relocating or abandoning assets at wing habitats to move landward as sea levels			
Comment no.	Q077	Consultee	Individual	Relates to	Questionnaire Q13	
Comment receive	ed	Project Team I	Response	Revision Re	equired	
the land affected private land/resid	I is mainly private (golf course south and ential north). Ground levels are low.	Agreed.		No change to Strategy		
Comment no.	Q078	Consultee Individual		Relates to	Questionnaire Q13	
Comment receive	Comment received		Project Team Response		Revision Required	
Allowing continued erosion in this area is bordering on criminal. The devestating effects of sea water flooding will increase as more land is lost resulting in property flooding		There is a very low economic case to do anything along this frontage. Therefore, landowners will need to maintain their				

along the Sea Front road and damage to the important plant and animal life along the common		own flood and erosion protection to assets and businesses or adapt to become more resilient to flooding in the future.  Our surveys show that the vegetation is growing further seaward annually, and therefore the habitat at Gunner Point is increasing in area.			
Comment no.	Q079	Consultee	Individual	Relates to	Questionnaire Q13
Comment received	d	Project Team F	Response	Revision Re	equired
Surely the space for nature that currently exists will disappear when the sea moves further inland. If the plan is to do nothing then please leave what nature gives us and stop removing the shingle from this area.		As part of the Beach Management works, we only remove shingle which has built up in the area at Gunner Point over the past 12 months. Before removing any shingle we undertake a beach survey to determine levels. We then compare the levels to the previous years' information, to ensure we only remove the volume which has been deposited naturally. In addition, we don't extract any further landward than the seaward extent of vegetated shingle. Our surveys show that the vegetation is growing further seaward annually, and therefore the habitat at Gunner Point is increasing in area. The shingle which we remove is only that which has naturally built up over the previous year.		No change to Strategy	
Comment no.	Q080	Consultee	Individual	Relates to	Questionnaire Q13
Comment received	d	Project Team Response		Revision Required	
As a frequent visitor to the beach to go kite surfing over the past 3 years I have seen the speed at which the coastal front has been damaged and the destruction of the car parks. The area won't be viable to visit in the next few years at the current rate of land loss, due to the loss of the car parks & beach at high tide. In summer there will not be sufficient car park for all the visitors/tourists and there will be a loss of economic activity in the area as a result. sea defenses are required		The intent along this frontage is to make space for nature while landowners maintain their flood and erosion protection to assets and businesses or adapt to become more resilient to flooding in the future. In the south this would be through allowing the coast to evolve as naturally as possible alongside private maintenance or replacement of defences or adaptation by landowners. So, this option does not rule out private funding of defences to help protect / slow down erosion in the future.			
_	III the area as a result. Sea defenses are	or deferices to	neip protect / slow down erosion in the ruture.		

Comment received	Projec	ct Team R	esponse	Revision R	equired
The strategy to allow the coast to evolve will severely impact the access to the properties and businesses at the Ferry point of the Island. This in turn would prevent access to the Ferry and the only other means of getting off the Island		There is a very low economic case to do anything along this frontage from the public purse perspective, however, we recognise the importance of Ferry Road is as an important access route to the Hayling Ferry, businesses and the community at the Kench. The Strategy leading option here therefore would allow for maintenance or replacement of defences by private landowners or other asset owners, including the road in the future,		No change to Strategy	
Comment no. Q082	Consu	ultee	Individual	Relates to	Questionnaire Q13
Comment received	Projec	ct Team R	esponse	Revision R	equired
The document lists a number of businesses & residences and then claims there is a 'very low' economic case to do anything which seems at odds with the statement that there are very real business and people that need to be protected. The fact that all strategiesfor this part of the coast are essentially left up to private maintenance is not really a strategy, more a washing your hands of the responsibility. I should think the locals would prefer to have some council/government funded assistance.		d everywhenges with levels rise ically to de owners are wing their enance or appen, HB nly if there unding to deering solution is not the tolook to on the tation fociets of floor strategic	realistic in that we will not be able to defend the ere now or into the future. Aside from the funding schemes, as the climate changes and it is going to become increasing difficulty aftered everywhere.  The ultimately responsible for maintaining of own defences. However, where private replacement of defences by landowners doesnow the compact of the contravened.  The contravened of the compact of the contravened of the contr		to Strategy

		<ul> <li>Avoid: by identifying 'no build areas' and risk informed land use planning to prevent new development in areas a risk now and into the future.</li> <li>Accommodate: by changing land uses, making property more resilient to flooding, and raising community awareness through support groups and flood warning.</li> <li>Retreat: by withdrawing, relocating or abandoning assets at risk, or by allowing habitats to move landward as sea levels rise.</li> </ul>			
Comment no.	Q083	Consultee	Individual	Relates to	Questionnaire Q13
Comment receive	od .	Project Team I	Response	Revision Re	equired
to meet cost of fix Inn on Beach & shoreline between breached. Has ca & increased costs coastal mgmt stra	ow' is flawed-expecting private landowners ing erosion is unrealistic. Groynes between a Ferry Boat were removed. Since then in the funfair & golf club has frequently been used unnecessary damage to the shoreline is to fix it. 2 points: Groyne removal part of ategy-leads to lack of confidence in whole essary damage caused that now expecting y to fix	flawed-expecting private landowners of posion is unrealistic. Groynes between by Boat were removed. Since then unfair & golf club has frequently been unnecessary damage to the shoreline of it. 2 points: Groyne removal part of leads to lack of confidence in whole of damage caused that now expecting		No change	to Strategy
Comment no.	Q084	Consultee	Individual	Relates to	Questionnaire Q13
Comment receive	ed .	Project Team I	Response	Revision Re	equired

Massive housing in this are which must be protected at all costs		The Strategy has identified a number of properties in this ODU at risk of flooding and erosion, these are primarily situated in the North. In the south flood risk is primarily from wave overtopping, while in the north flood risk is tidal.		No change to Strategy	
Comment no.	Q085	Consultee	Organisation	Relates to	Questionnaire Q13
Comment receive	ed	Project Team I	Response	Revision Re	equired
West Beach provides essential off-road access for Hayling Island equestrians to exercise their horses. In April 2021 there were 359 horses registered to addresses in the Island (DEFRA equine passport data). It is thus a primary concern to local horse owners that they should be able to continue using the beach, and equestrian use must be accommodated within defence design.				No change to Strategy	
Comment no.	Q086	Consultee	Organisation	Relates to	Questionnaire Q13
Comment receive	ed	Project Team Response		Revision Required	
proposals. ODU1 plover (red listed considered in an	equired to understand the impacts of these 0a Has important areas for nesting ringed ) and winter sanderling. These need to be y proposals for this section. ODU10b Nice sh which will need to be in considered in any	ed be ce		No change	to Strategy
Comment no.	E402	Consultee	Business	Relates to	Questionnaire Q13
Comment received		Project Team Response		Revision Required	
HGC has suffered flooding via its eastern boundary with west beach, we are very concerned that continued erosion and overtopping may result in future severe flooding events.  REDACTED will continue to co-operate with CP for use of shingle to maintain the haul road / bund along our southern boundary. The club will also co-operate with HBC for continued use of the Ferry Road car park for public use.		defences to protect their assets. The Strategy recognises this through the preferred option along this frontage.  Thank you for your continued working with HBC.		No change to Strategy	

Comment no.	E501	Consultee	Organisation	Relates to	Questionnaire Q13
Comment receive	omment received Project Tea		Response	Revision Required	
The Hayling Ferry has been operational, in one capacity or another, since approximately 1850. Access to the Hayling landing stage is maintained through Ferry Road, which runs behind the harbour office. This public transport service is regarded as an important asset and part of the local heritage – ensuring access is safely maintained is a priority.					
Comment no.	E502	Consultee	Organisation	Relates to	Questionnaire Q13
Comment receive	d	Project Team Response		Revision Required	
The draft consultation document highlights 16 Option Development Units, of which one is of particular importance to REDACTED – ODU 10 (North). REDACTED is the landowner for the land on which the REDACTED and the yard/compound storage space sites. The draft consultation stipulates that the northern frontage is at risk of tidal flooding. The existing quay wall is in poor condition, showing signs of decay and it has been speculated that piling and backfilling of the quay will be required to retain the infrastructure's stability and ongoing use. The quay is the only line of defence to protect the land from flooding and we have seen an increase in wave overtopping events in the last 5-10 years. When the existing quayside is no longer viable, the Board must agree on a decision, likely to repair or replace it. Inevitably, this will require a large investment and the Board will have to precept on the councils in order to obtain the necessary funds. We would like to highlight our reliance on Council funding to deliver coastal protection to REDACTED land. Additionally, we would like to propose that the strategy		adapt to the tid of defences by the Flood and	eading option for the north of this frontage is to e, through private maintenance or replacement landowners or adaptation, it is not the remit of Coastal Erosion Risk Management Strategy to ive locations for relocation.	No change	to Strategy

explores adaptation alternatives for the REDACTED e.g. potential relocation				
Comment no. E108	Consultee	Statutory Body	Relates to	Questionnaire Q13
Comment received	Project Team I	Response	Revision Re	equired
North - Ferry Rd & Bus Turning Circle. Capital Funding will be required to implement any measures to Ferry Rd	Noted thank yo	ou.	No change	to Strategy
Comment no. E109	Consultee	Statutory Body	Relates to	Questionnaire Q13
Comment received	Project Team I	Response	Revision Re	equired
North - Kench Nature Reserve. The Kench is already at risk of habitat squeeze so would benefit from adaptation approach	This is in line with the leading option along this frontage.		No change to Strategy	
Comment no. E601	Consultee	Councillor	Relates to	Questionnaire Q13
Comment received	Project Team Response		Revision Required	
the last 10 years have seen substantial shoreline erosion where Havant Borough Council's shore from Inn on The Beach meets that owned by Hayling Golf Club, it is a critical point not only for provision of shoreline, and the enjoyment thereof by visitors and residents for various recreational pursuits, but also pedestrian access from mid to high tide to the Beachlands peninsula leading the Ferry Point, rather than a managed retreat I suggest that the strategy allows for exploration of the use of public funds by Havant BC to reestablish the defences, whilst the capital costs are extensive the annual revenue from car parking can be setoff against such investment, if my memory is correct, the sea defences along that strip were installed in the late 1960's, thus, a 60 year life might be excepted over which revenue income may be set off, in addition, there may be a corresponding commercial benefit from such work from Hayling Golf Club as the loss of access at the corner of the Club's lands will result in CBK Kitesurfing being displaced and any rental	for defences a leading option possible along defences or ac Golf Club.  The Golf Club with HBC for sprotection for p	your thoughts on this frontage. Any future plans to West Beach would be in line with the Strategy to allow the coast to evolve as naturally as uside private maintenance or replacement of daptation by landowners such as HBC and the has a Memorandum of Understanding (MoU) hingle extraction from Gunner Point to support properties at Eastoke.	No change	to Strategy

income which the be lost	Club enjoys from the rental of its shore will				
Comment no.	E219	Consultee	Statutory Body	Relates to	Questionnaire Q13
Comment receive	d	Project Team F	Response	Revision Re	equired
Adaptation- note condition, any compensation hal		The Strategy primarily presents the leading strategic approaches for managing the risks posed by coastal flooding and erosion. However, in doing this, there are also many other opportunities for The Strategy to protect, support and facilitate wider benefits such as environmental opportunities. This is a key objective of The Strategy.		No change	to Strategy
Comment no.	E308	Consultee	Resident Group	Relates to	Questionnaire Q13
Comment receive	d	Project Team F	Response	Revision Re	equired
replace the timber helped control the proposed for the extra two lides and the extra two lides as to be as the following propermanent and immensely popular visitor descends with	why rock groynes are not proposed to a groynes that defended West Beach and the longshore drift for 50 years. They are eastern beach, and widely used elsewhere. The minimal if they reduced the need for the ent Recycling Program. Groynes are also a their sheltering in windy conditions.  In a figure Hayling Island Golf Club is now creating and maintaining its own flood the EA provide shingle replenishment as already given the ments built on that coastline? The Ferry and whose relative importance to the Island erlooked. As your report states, it is vital for beerty areas: the Kench with its mixture of seasonal residents; Sinah Warren and lar holiday venue providing yet more island and Havant; the Ferryboat Inn, a stination for Havant and Portsea Island; and the Langstone Harbour Master's building the is used by some commuters, cyclists and	frontage from the However, the frontage is to all alongside prival adaptation by I Golf Club.  The Golf Club maintaining its  The Golf Club with HBC for seprotection for perform Ferry Road is a businesses and change, tidal flow There is a very frontage from	In low economic case to do anything along this the public purse perspective.  Strategy leading option along the southern allow the coast to evolve as naturally as possible the maintenance or replacement of defences or andowners in the future such as HBC and the as landowner is responsible for creating and own flood defences.  The analogue of Understanding (MoU) thingle extraction from Gunner Point to support reperties at Eastoke.  The analogue of the Hayling Ferry, the community at the Kench. With climate and the cood risk to the road will increase over time.  To low economic case to do anything along this the public purse perspective, however, the ing option here would allow for private	No change	to Strategy

pedestrians to avoid the A27 and traffic. The Ferry Road is	maintenance or replacement of defences by landowners or	
potentially a life saver if Hayling's northern coast and the	adaptation.	1
A3023 were in any way severely compromised: road access	In line with this, HCC has said they recognise that Capital	
to	Funding will be required to implement any measures to Ferry	
Langstone Harbour could then be vital, providing a possible		
evacuation by boat to Portsea Island. We understand that in		1
living memory, lines of tankers that are still routinely used to		1
remove sewage from any of Hayling's blocked or failing		
pumping stations around the island, queued along Ferry Road in order to discharge the sewage onto waiting vessels		1
in Langstone Harbour. Therefore it needs to be protected		
from encroaching sea water so that it remains a viable route.		
J		1

Comment no.	Q087	Consultee	Individual	Relates to	Questionnaire Q14	
Comment received		Project Team Re	esponse	Revision Re	equired	
tides and high w lost is very sig	areas have been subjected to erosion by high rinds for over 2 years and the amount of land nificant, in that if allowed to continue will the flood risk to other parts of the island ne back door.	and maintain flood and erosion protection to residents and will communities.				
Comment no.	E220	Consultee	Statutory Body	Relates to	Questionnaire Q14	
Comment receiv	Comment received		Project Team Response		Revision Required	
HTL – private defences, HLT capital investment suggested?		The overall leading option for ODU 11 is: <b>Sustain 1.33% AEP</b> – sustain minimum 1.33% AEP (1:75 year) SoP through the construction of a frontline floodwall in a phased approach.				

	through the prov	ould support community wants and needs rision of sufficient flood and erosion protection and infrastructure. This option also has a nomic case.		
Comment no. E309	Consultee	Resident Group	Relates to	Questionnaire Q14
Comment received	Project Team Ro	esponse	Revision Re	equired
While it is encouraging to read "construction of a frontline floodwall" for properties west of Sinah Lane it is concerning that the Strategy notes that any such defences may result in flooding to the properties to the east. This seems retrograde given that the latter must surely be of similar importance to those to the West.	and west of Sin 100 year flood ri number of prope Ferry Road.  We need to be re island everywhe challenges with sea levels rise	lood risk map the majority of properties east ah Lane are on higher ground and out of the sk zone. There are however a relatively small rises that fall within the flood risk zone towards ealistic in that we will not be able to defend the ere now or into the future. Aside from the funding schemes, as the climate changes and it is going to become increasing difficult fend everywhere.	No change	to Strategy
	Landowners are ultimately responsible for maintaining or improving their own defences. However, where private maintenance or replacement of defences by landowners does not happen, HBC may step in and use its permissive powers, but only if there is a wide public benefit, a clear economic case and funding to develop coastal defence works, an appropriate engineering solution that is achievable and where environment legislation is not contravened.			
	something und landowner decidence to look to	little or no national economic case to do er current funding rules, and where the les not to invest in their defences, then we will adaptation as a realistic response to coastal and now and into the future.		

Comment no. Q088	Consultee Individual	Relates to Questionnaire Q15
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Comment received	Project Team Response	Revision Required		
Land owners should not be liable for this. The council need to take responsibility and do this	The Department for Environment, Food and Rural Affairs (Defra) has the overall policy responsibility for flood and coastal erosion risk management in England. It relies upon Local Authorities (LAs) to then assist and manage their own coastlines and frontages.	No change to Strategy		
	Coastal Protection Authorities and the Environment Agency have permissive powers to carry out works to protect against coastal flooding and erosion. However, this is not a legal obligation. This means Havant Borough Council has the 'power' to carry out coastal protection works but is not duty bound to do so and will not be liable for the failure to exercise these powers.			
	In general, Local Authorities and the Environment Agency will only act where there is a wide public benefit, when there is a clear economic case to developing coastal defence works, funding is sourced, when there is an appropriate engineering solution that is achievable and where environment legislation is not contravened.			
	Private land owners have ultimate responsibility for protecting their own property from flooding and erosion and they must act within statutory planning regulations and other applicable legislation.			
Comment no. Q089	Consultee Individual	Relates to Questionnaire Q15		
Comment received	Project Team Response	Revision Required		
This coastline has eroded quite darmatically in the last 5 years. Could be stopped by big rocks.	Although the shoreline management plan policy is 'no active intervention', and there are minimal assets at present, the strategy also looked at options to defend the frontage. There are, however, minimal assets at risk from flooding or erosion and therefore under current funding rules there is no economic case to do anything along this frontage.  Making space for nature, by allowing natural processes such as erosion to continue, supports nature recovery within Langstone Harbour and enhances important habitats.	No change to Strategy		

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Comment no.	Q090	Consultee	Individual	Relates to	Questionnaire Q15
Comment receiv	red	Project Team Re	esponse	Revision Re	equired
This severely impacts the Hayling Billy leisure trail and its future as a potential pedestrian/cycle route off the Island. This strategy prevents the development of the leisure trail as a potential route off the Island for cyclists/pedestrians. Further the new development (Barratt Homes) adjacent the southern end of the Billy trail will be flooded before any useful life of properties. Development should have not been permitted		We recognise the importance of maintaining a pedestrian/cycle route off the Island. The route is listed in HBC's Cycling and Walking Infrastructure Plan (https://www.havant.gov.uk/cycling-and-walking-infrastructure-plan) and is listed as a National Cycle Network route on the Key Routes Plan 2036.  The Strategy does recognise the importance of and risk to the Billy Line and therefore recommends realignment of sections of the path further inland to maintain access and viability of the path into the future. Hampshire County Council as the landowner, will have the ultimate decision regarding defences, route options, widening, or resurfacing.  We have been liaising with HBC's local plan team to ensure coastal flood and erosion risk is taken into account, alongside the draft strategy options. Planning applications for any development at the coast will need to consider Strategy recommendations as well as meeting tests with respect to building in flood and erosion risk areas. This includes following the necessary planning guidance and National Planning Policy Framework.		No change to Strategy	
Comment no.	Q091	Consultee	Individual	Relates to	Questionnaire Q15
Comment receiv	red	Project Team Response		Revision Required	
I do not support NAI for the Hayling west coast. You describe the Hayling Billy line as an important public footpath. It is also an important public cycleway and the only route for cyclists avoiding the major roads. It could be a major benefit to Hayling residents and visitors throughout the year if the surface was improved and maintained and protected from erosion. This becomes even more important as the use of bicycles and e-bikes increases		Project Team Response  We recognise the importance of maintaining a pedestrian/cycle route off the Island. The route is listed in HBC's Cycling and Walking Infrastructure Plan (https://www.havant.gov.uk/cycling-and-walking-infrastructure-plan) and is listed as a National Cycle Network route on the Key Routes Plan 2036.  The Strategy does recognise the importance of and risk to the Billy Line and therefore recommends realignment of sections of the path further inland to maintain access and viability of the		No change	to Strategy

	landowner, will h	future. Hampshire County Council as the nave the ultimate decision regarding defences, dening, or resurfacing.			
Comment no. Q092	Consultee	Organisation	Relates to	Questionnaire Q15	
Comment received	Project Team Re	esponse	Revision R	equired	
Further detail is required to understand the impacts of these proposals. Good in principle to complement the management for Brent Goose and wader in the refuge. There is a coastal access route which prevents disturbance to inland wintering birds which would need to be considered as part of any proposals.	access route is captured in the strategy.		Make reference to the location of the coastal access route which prevents disturbance to inland wintering birds.		
Comment no. E110	Consultee	Statutory Body	Relates to	Questionnaire Q15	
Comment received	Project Team Response		Revision Required		
Billy Line is set back behind non HCC land. The Billy Line is not a PRoW, but only a permissive route with no REDACTED legal obligation to maintain.		Thank you for the clarification. We will update the Strategy document and ODU statements accordingly to reflect this.		Amend Billy Line wording throughout Strategy.	
Comment no. E221	Consultee	Statutory Body	Relates to	Questionnaire Q15	
Comment received	Project Team Re	esponse	Revision Required		
It is agreed that the best option here is to 'Do nothing', we should allow the coast to evolve naturally, where possible.	Noted, thank you	J	No change to Strategy		
Comment no. E222	Consultee	Statutory Body	Relates to	Questionnaire Q15	
Comment received	Project Team Re	esponse	Revision Ro	equired	
Agree. We should allow the coast to evolve naturally, where possible.	Noted, thank you	J	No change to Strategy		
Comment no. E310	Consultee	Resident Group	Relates to	Questionnaire Q15	

Comment received	Project Team Response	Revision Required
Residents here will surely wonder why their properties may suffer from flooding caused by defences built for their western neighbours. Why should this be the case?  Also the Brent Geese Refuge, already massively diminished and relocated due to Sinah Lane's housing development, and impacted by ongoing building noise immediately adjacent to it, is expected to be "impacted without protection" because of the "Do Nothing" policy for this stretch of coastline. It is grossly inconsistent with the stated importance of habitat and its creation, that one of the most important Brent Geese habitats in this region is now likely to be completely lost because it has been moved to a location that offers no flood protection. We would like to know how planning rules can result in the simultaneous loss of such habitat which itself was supposedly mitigated in the subsequently approved housing  development application? This may not come under Coastal Partners remit, but, as local authority appointed engineers who frequently reference compliance with habitat needs, we would like to understand how the policy of 'Do Nothing' for this Refuge can be 'squared' with NPPF and Habitat Regulations nationally let alone in our councils' policies.	Erosion is the main risk along this frontage, due to topography, with minimal risk of tidal flooding. Our assessment has shown that there are 0 properties at risk of erosion or tidal flooding, with no defences in place over the next 100 years.  A Coastal Change Management Area has been designated here, through the current local plan, to prevent inappropriate development from taking place that may be at risk from future erosion.  There are many sites in Havant Borough which support Solent Waders or Brent Geese at high tide. As a result, some development proposals are either on or adjacent to sites which are used by Solent waders and Brent Geese as identified within the Solent Waders and Brent Geese Strategy.  You rightly identify that this frontage, is one of two areas in the Havant Borough, safeguarded as a Brent Goose and Wader Refuge area. In line with Planning Policy and the current Local Plan, any development proposals near to the site would need to be assessed in line with the Habitat Regulations and if necessary require an Appropriate Assessment to be undertaken.  The impact of our draft leading option here will be assessed	Revision Required  No change to Strategy
Regulations nationally let alone in our councils' policies.	The impact of our draft leading option here will be assessed through the Habitats Regulations Assessment which is currently in production. This will go to statutory bodies (Natural England, EA) in May 23 for comment. The HRA will look at the potential impact, as well as the positives of letting the coast naturally evolve and determine whether any mitigation is required.	

Comment no.	Q093	Consultee	Individual	Relates to	Questionnaire Q16
Comment received		Project Team Response		Revision Required	

All areas affected by sea erosion should have new defences		The intent along this frontage is to maintain flood and erosion protection to residents, community and businesses at Newtown, by maintaining defences in the short term and constructing new defences in the medium term, then maintaining and raising to keep pace with sea level rise.		No change to Strategy	
Comment no.	Q094	Consultee	Individual	Relates to	Questionnaire Q16
Comment received		Project Team R	esponse	Revision Re	equired
coastline of Hayling Line in the short, m	for ODU12. I strongly believe the west glsland should be defended as Hold-the- nedium and long-term to protect the only to and egress from Hayling for bicycles	The Hayling Billy Trail is situated slightly inland at this location but is at flood risk in the future without any defences, along with a number of properties at Newtown.  The Strategy intent along this frontage is therefore, to maintain flood and erosion protection to residents, community and businesses at Newtown, along with the Hayling Billy Trail, by maintaining defences in the short term and constructing new defences in the medium term, then maintaining and raising to keep pace with sea level rise.		No change to Strategy	
Comment no.	E223	Consultee	EA	Relates to	Questionnaire Q16
Comment received		Project Team Response		Revision Required	
active intervention. option could be N protection in short to Billy to allow from	ctive intervention. Why change from SMP option? Strategy option could be No Active Intervention or property level cotection in short term, with monitoring, then HTL at Hayling lilly to allow from some setback of primary defences, at civate landowner's expense? Compensation opportunity at		the strongest economic case and is the same eading option. the evidence base and funding constraints,	No change	to Strategy
	5004	Consultee	Ctatutani Dadi	Deletes to	0
Comment no.	Comment no. E224  Comment received		Statutory Body	Relates to	Questionnaire Q16

We should allow the coast to roll back to the Billy Line.  According to our maps REDACTED are the maintainer. We have an outfall here which regularly blocks with shingle and can cause issues with the river backing up. There is also a Southern Water flap structure in poor condition.  Opportunity for decommissioning of assets.	protection to real protection to real protection to real lead sustain 0.5% A defences, then minimum 0.5% maintenance of option has the sthe FCERM lead Managed Realigh HCRP tactical represence of ke forward to protection to New Depending on the sustain the strength of th	ding option for ODU 13 is: <i>Maintain then EP from 2042</i> – maximise the life of existing construct a frontline floodwall in 2042 to a AEP (1 in 200 year) SoP. This includes the existing defences in the present day. This strongest economic case and is the same as ling option.  Ignment was considered here as part of our work, but was classed as a red site due to by utilities. However, if any scheme came ct properties / utilities, we'd look at the best ance needs at the scheme level.  Ithat the land between the Hayling Billy Line is designated SSSI here. We will make this ategy document. The current EA position is to be in this area. However, if that position is EA do decide to decommission assets and enance, then there would absolutely be get the coast roll back, by moving the flood wtown further inland.  The evidence base and funding constraints, therefore be considered here in the future.	No change	to Strategy
Comment no. E311	Consultee	Resident Group	Relates to	Questionnaire Q16
Comment received	Project Team Response		Revision Re	equired
We support the plans to protect this area which includes the Billy Trail.	Thank you for yo	our support.	No change	to Strategy

Comment received	Project Team Ro	esponse	Revision Re	equired	
Land owners should not be liable for this. The council need to take responsibility and do this	(Defra) has the coastal erosion	t for Environment, Food and Rural Affairs overall policy responsibility for flood and risk management in England. It relies upon (LAs) to then assist and manage their own ontages.	No change to Strategy		
	Coastal Protecti have permissive coastal flooding obligation. This 'power' to carry bound to do so a these powers.				
	In general, Local Authorities and the Environment Agency will only act where there is a wide public benefit, when there is a clear economic case to developing coastal defence works, funding is sourced, when there is an appropriate engineering solution that is achievable and where environment legislation is not contravened.				
	their own proper	ners have ultimate responsibility for protecting ty from flooding and erosion and they must act planning regulations and other applicable			
Comment no. Q096	Consultee	Individual	Relates to	Questionnaire Q17	
Comment received	Project Team Response		Revision Re	equired	
The shoreline should be strengthened to reduce erosion. The Billy trail provides a pleasant and safe alternative to cycling on the main road. It should be upgraded, and widened to allow access to ambulances and other emergency vehicles. With the current rise in houses being built the infrastructure needs to be upgraded. Encouraging cyclists to cyle to Havant (or onto Hayling Island) would be good for peoples all around health, reducing stress, improving mental health, and reducing pressure on NH	pedestrian/cycle route off the Island. The route is listed in HBC's Cycling and Walking Infrastructure Plan (https://www.havant.gov.uk/cycling-and-walking-infrastructure-plan) and is listed as a National Cycle Network route on the Key Routes Plan 2036.		in an		

	landowner, will h	future. Hampshire County Council as the nave the ultimate decision regarding defences, idening, or resurfacing.		
Comment no. Q097	Consultee	Individual	Relates to	Questionnaire Q17
Comment received	Project Team Re	esponse	Revision Re	equired
The coastline along the whole of the Hayling Billy needs proactive protection, as it is a very well used facility for walking and cycling by people of all ages. It is a cycle path that reduces congestion on our already busy single road off the island. This section of coastline already shows significant erosion, please protect it.	active protection, as it is a very well used facility for walking and cycling by people of all ages. It is a cycle path that reduces congestion on our already busy single road off the island. This section of coastline already shows significant pedestrian/cycle route off the Island. The route is HBC's Cycling and Walking Infrastructure (https://www.havant.gov.uk/cycling-and-walking-infrastructure-plan) and is listed as a National Cycling and Cycli		No change	to Strategy
Comment no. Q098	Consultee	Individual	Relates to	Questionnaire Q17
Comment received	Project Team Re	esponse	Revision Re	equired
The route of the Hayling Billy line should be maintained. This is an important and much enjoyed walking/cycle path	HBC's Cyclin (https://www.havinfrastructure-plaroute on the Key The Strategy do Billy Line and thof the path into the	route off the Island. The route is listed in	No change	to Strategy

Comment no.	Q099	Consultee	Individual	Relates to	Questionnaire Q17
Comment received		Project Team Re	esponse	Revision Required	
If this if left to nature local flooding will occur causing detrimental damage to remaining local ci Coastline together with animals/vegetation and houses local and next to whole area.		Modelling has shown that with no defences in place, there are no properties at risk of erosion within the 100 year appraisal period. With respect to flood risk, with no defences in place, there are no properties at risk of tidal flooding in the next 20 years, 3 by year 50 and 7 by year 100 along this frontage. Making space for nature, working with nature and allowing natural processes such as erosion to continue actually supports nature recovery, enhancing the important habitats within Langstone Harbour.			
Comment no.	Q100	Consultee	Individual	Relates to	Questionnaire Q17
Comment received		Project Team Response		Revision Required	
This severely impacts the Hayling Billy leisure trail and its future as a potential pedestrian/cycle route off the Island. This strategy prevents the development of the leisure trail as a potential route off the Island for cyclists/ pedestrian and other leisure pursuits. This is a major leisure tourist route for those wanting to visit Hayling's seafront.		We recognise the importance of maintaining a pedestrian/cycle route off the Island. The route is listed in HBC's Cycling and Walking Infrastructure Plan (https://www.havant.gov.uk/cycling-and-walking-infrastructure-plan) and is listed as a National Cycle Network route on the Key Routes Plan 2036.  The Strategy does recognise the importance of and risk to the Billy Line and therefore recommends realignment of sections of the path further inland to maintain access and viability of the path into the future. Hampshire County Council as the landowner, will have the ultimate decision regarding defences, route options, widening, or resurfacing.			
Comment no.	Q101	Consultee	Individual	Relates to	Questionnaire Q17
Comment received		Project Team Re	esponse	Revision Re	equired
We are cheated by local government because we are paying for you to do nothing. The current defence protecting North Hayling Halt is broken since March in 3 places! There never		The funding system, referred to as a payment for outcomes approach, rewards partnership funding of schemes and provides many positive benefits with lots more schemes now being built as a result.		No change to Strategy	

is money for Hayling but over £130M has been spent on Portsmouth, have the residents been asked for money?

Although a very small minority of schemes can still gain approval for 100% public funding (Grant in Aid), schemes with an external contribution are looked on favourably and can also attract public monies. The amount of government funding available for projects has to be prioritised nationally.

Any project where the benefits are greater than the costs can qualify for a contribution from FCERM GIA funding. The amount of FCERM GIA funding you're eligible for depends on the benefits and the outcomes of your project. Three main aspects of a project will influence the amount of national funding available:

- > The value of benefits for householders as a result of flood or coastal erosion risks being managed, especially in deprived areas and where risks are significant.
- > The value of other benefits achieved, such as the benefits to businesses, agricultural productivity and protection for national and local infrastructure, across the whole-life of the scheme.
- > The environmental benefits of the scheme, needed to maintain healthy ecosystems as well as offset any habitats lost when defences are built to protect people and property.

For example, if a scheme moves people in highly deprived areas out of significant flood risk, this propels the scheme up the ladder in the bid for public funding. In addition, the merits of schemes are not judged purely financially, and the wider outcomes that a scheme delivers are also considered.

The Strategy recommends economically sound leading strategic approaches to managing flood and erosion risk. Although some future schemes may be able to attract some national public (Grant in Aid) funding, contributions will be required to make up the shortfall to enable schemes to progress. By knowing the potential future costs of works, mechanisms to investigate and secure funding can be developed.

Anyone who benefits from an FCERM project can be a partner. Such partner contributions could come from:

> Developers (e.g. raising land through redevelopment)

			nities, businesses and private individuals		
			ls (Local levies, e.g. Community Infrastructure evelopers are effectively taxed and this money munity projects)		
		> Local Enterpri	se Partnerships		
		www.gov.uk/gui	dance/partnership-funding-for-fcerm-projects		
		homes and 700 Scheme reduce over the next residential proper	Scheme will reduce risk to more than 10,000 businesses, while the North Portsea Island is risk to 4,200 homes and 500 businesses 100 years. In comparison, around 2,100 erties and 1,000 commercial properties are at sland in total over the next 100 years.		
		of Government properties prote funding streams	schemes are eligible for a significant amount Grant in Aid funding, due to the number of ected, Portsmouth City Council plus others have still also had to contribute notable with the schemes to progress.		
Comment no.	Q102	Consultee	Individual	Relates to	Questionnaire Q17
Comment received	Q102	Consultee Project Team R		Relates to	
Comment received  This coast has authorities for years	been neglected by ALL responsible a. I have walked and cycled with my family ars avoiding the A3023	The shoreline intervention' alouhere has reflect here, is to still for to continue.  The Strategy do Billy Trail and consider realign is a more susti			equired
Comment received  This coast has authorities for years	been neglected by ALL responsible I have walked and cycled with my family	The shoreline intervention' alouhere has reflect here, is to still for to continue.  The Strategy do Billy Trail and consider realign is a more susti	management plan policy is 'no active ng this frontage, so the management approach ed this policy in the past. The Strategy intent ollow this approach, to allow natural processes be recognise the importance of the Hayling therefore has highlighted the potential to ment of the route where it is at most risk, which ainable, affordable solution to maintain the	Revision Re	equired

Apart from West Beach, the Hayling Billy Trail is the only public off-road equestrian access available for the owners of the 359 horses registered to addresses within the PO11 Postal District. It is therefore essential that any realignment of the trail considers the needs of local horse riders, as well as walkers and cyclists who use the Trail, otherwise their only other public access for exercising their horses will be the roads and West Beach.		Noted, thank you.		No change to Strategy	
Comment no.	Q104	Consultee	Individual	Relates to	Questionnaire Q17
Comment received		Project Team Re	esponse	Revision Re	equired
Same comment as for ODU12. I strongly believe the west coastline of Hayling Island should be defended as Hold-the-Line in the short, medium and long-term to protect the only alternative access to and egress from Hayling for bicycles and e-bikes.		Although the shoreline management plan policy is 'no active intervention', and there are minimal assets at present, the strategy also looked at options to defend the frontage. There are, however, minimal assets at risk from flooding and therefore under current funding rules there is no economic case to do anything along this frontage.  The Strategy does recognise the importance of the Hayling Billy Trail and therefore has highlighted the potential to consider realignment of the route where it is at most risk, which is a more sustainable, affordable solution to in situ protection.			
Comment no.	Q105	Consultee	Resident Group	Relates to	Questionnaire Q17
Comment received		Project Team Response		Revision Required	
Our response is documented in the REDACTED emailed response: REDACTED HICMS Comments.pdf. In short: We reject totally the option of "Do Nothing", which would lead to years of uncertainty, and potentially destroy one of the best cycle paths and Active Travel routes in the country		We recognise the importance of maintaining a pedestrian/cycle route off the Island. The route is listed in HBC's Cycling and Walking Infrastructure Plan		No change	to Strategy

		landowner, will have the ultimate decision regarding defences, route options, widening, or resurfacing.			
Comment no.	Q106	Consultee	Individual	Relates to	Questionnaire Q17
Comment received		Project Team Response		Revision Required	
Have the implications -for potential regular flooding of Hayling's main road been considered in this 'do nothing' strategy? ie there is barely 100yds between shore & main road at the controlled pedestrian crossing nr Gregg's & garage		Yes it has, the intent for this frontage is to maintain the viability of the Hayling Billy Trail and the community at Stoke, while creating a more sustainable defence alignment where appropriate into the future.  HOW: Construct new defences, maintain and raise over time to keep pace with sea level rise.		No change to Strategy	
Comment no.	E111	Consultee	Statutory Body	Relates to	Questionnaire Q17
Comment received		Project Team Response		Revision Required	
REDACTED grassland managed by REDACTED. Realignment of Billy Line partly feasible within HCC owned land		We will update ODU 14 accordingly with management information.  Realignment potential noted.		Amend ODU 14 description	
Comment no.	E225	Consultee	Statutory Body	Relates to	Questionnaire Q17
Comment received		Project Team Response		Revision Required	
It is agreed that the best option here is to 'Do nothing', we should allow the coast to evolve naturally, where possible. No Active intervention		Noted, thank you.		No change to Strategy	
Comment no.	E312	Consultee	Resident Group	Relates to	Questionnaire Q17
Comment received		Project Team Response		Revision Required	
ODU 14 mis-describes the Hayling Billy Line as "an important public footpath".  The Billy Trail is much, much more than a public footpath.		(1) The project team are very aware of, and do not underestimate the importance of the Hayling Billy Line.		Amend description of the Hayling Billy Line in the strategy.	

- a. It's part of National Cycle Route 2, and the only traffic free cycle link off the island. Active Travel is a key climate strategy for the government, Hampshire County Council and Havant Borough Council.
- b. It's part of the English Coastal Path.
- c. It connects islanders with Langstone Harbour and with nature.
- d. And it's part of Hayling Island's unique heritage
- 2. We reject totally the Wider Objectives option of "Do Nothing", and "Letting nature take its course". Letting nature take its course is not necessarily the best thing for nature or nature conservation!
- 3. We don't understand why expensive and disruptive realigning the Billy Trail could be considered better or cheaper than modest reinforcement of existing sea defences with natural rock defences, and living breakwaters to create new natural habitat and bird reserves?
- a. This will involve building brand new inland sea defences, losing prime agricultural land.
- b. The detour will add significant cycling distance, making it even more unattractive as an active travel commuting route.
- c. It will expose original Victorian infill of unknown content.
- d. It probably won't start until after the existing defences have broken, and will take years, during which there will be no Billy Trail.
- 4. The economic 'Do Nothing' cost of ZERO is dishonest, because it completely ignores costs that will be inevitably incurred of 'Doing Nothing', both directly and indirectly:
- a. Realigning the Billy Trail is estimated at £620,000 alone.
- b. That appears to exclude the cost of moving or disrupting the utilities that run beneath the Billy Trail, which will definitely be recovered either by the utility companies suing the council, or through customer bills! Alternatively, the utility companies may be persuaded to help fund the defences.

We understand from HCC that 'The Billy Line is not a PRoW, but only a permissive route', so we will correct the description in the Strategy to reflect this, but also to add in the key important points you mention.

- (2) The impact will be assessed through the Habitats Regulations Assessment (HRA). The HRA will look at the potential impact, as well as the positives of letting the coast naturally evolve and determine whether any mitigation is required.
- (3) Realigning the Billy Line in places where it's at risk of erosion, to a more sustainable position will be a cheaper option in the longer term.

There are many reasons why 'hard' defences are not a propriate along this frontage. Hard defences are not a sustainable solution in the future as sea levels rise. Continued natural erosion of the low cliffs is important for sediment feed to and health of Langstone Harbour, as well as the habitats and wildlife the harbour supports. The intertidal area is internationally, national and locally environmentally designated. Natural England will likely oppose any licensing / consenting required to install new hard defences.

No additional inland defences are expected.

(4) You are right, a do nothing policy does not come without a cost, costs would be to maintain safety for example. We will make that clearer in the strategy.

The Billy Line and County Farms grassland is managed by HCC Countryside Service. HCC would be responsible for funding relocation the trail if they so decide, so these costs are not included in the Strategy. HCC have informed us that realignment of Billy Line is partly feasible here within HCC owned land. Realigning the Billy Line further inland will help preserve the trail into the future, moving vulnerable parts out of the erosion zone. HCC commissioned a study to look at these issues previously.

There are ad hoc defences along this predominantly undefended frontage which are maintained either privately or by Hampshire County Council. HBC is not the landowner along this frontage. The utilities companies are therefore responsible

Update to reflect do nothing costs.

Amend mapping to include the Hayling Billy Trail

Amend Strategy to include environmental enhancement suggestions.

- c. The loss of the only traffic-free Active Travel cycling route off the island.
- d. The loss of a major tourism attractor to the island.
- e. The loss of prime farmland.
- 5. The cost of rock revetments is estimated in the options as £1,245k (which seems very high, compared to the rock defence costs for the Southsea Coastal Scheme).

Does the whole of ODU14 need rock revetments? Only certain sections seem vulnerable?

- 6. The funding gap must be met through Active Travel and environmental sources.
- 7. We reject the designation of No Active Intervention (NAI), which was inherited from The North Solent Shoreline Management Plan (NSSMP). This shows the 20/50/100 year contour lines exactly the same, presumably because it was built by the Victorians 160 years ago, and could be assumed to be a permanent structure. But it is now eroding. Now we understand the true value of the Billy Trail, the NSSMP status of No Active Intervention should be updated.
- 8. This is also the narrowest part of the Island, featuring the vital A3023, prime agricultural land, West Lane planned by Havant Borough Council to act as a diversion from Stoke, and, still, the

Billy Trail that provides the only viable alternative for pedestrians and cyclists to avoid the main road. With so much key infrastructure, why are both sides of this narrow strip of land not safe-guarded against storm surges and rising sea levels?

- 9. The Billy Trail is not shown on the maps. As a key Active Travel link, it should be highlighted just like the roads.
- 10. The Oyster Beds in the north have created one of the best new bird reserves in the south of England, while successfully protecting the original landfill from erosion. These were totally man-made nature didn't do it. Living breakwaters are now being constructed all over the world to

for their own assets and should be aware of current and future risks.

(5) Cost of Southsea scheme is over £160 million.

As a comparison, the Eastoke Point scheme consisting of 650m of rock revetment and 4 rock groynes Cost £5 million 10 years ago in 2013.

Rock revetments are hard structures which try to control natural processes (erosion). If these are used in small sections, then erosion and cutback of cliffs will increase on adjacent frontages. Managing erosion by working with the environment and coastal processes, by saltmarsh planning for example, would be more a more sustainable and less damaging approach over time.

- (6) Funding opportunities will be investigated thoroughly as part of any project going forwards.
- (7) The Strategy has looked at other options for this frontage and has concluded that NAI is still the most appropriate policy here.

New erosion mapping has been undertaken as part of the Strategy.

- (8) There is no economic case to do anything along this frontage. Realigning the Billy Trail where it is vulnerable is the most sustainable approach to maintain the integrity of the Trail in the future. Any future flood risk to the A3023 could be addressed by inland setback defences in the future and property resilience measures for isolated properties at risk in the future.
- (9) Thank you for pointing that out, we will amend the mapping to show the Hayling Billy Trail.
- (10) We agree. We will amend text within the Strategy to recommend that environmental enhancements should be looked at in more detail around the island, this could include saltmarsh restoration and bird islands. The Strategy Environmental Appraisal, Habitats Regulations Assessment and Water Framework Directive assessments will also identify mitigation needs.

protect and boost natural habitat and shoreline at the same time.	
We don't understand why this would not be suggested as an option to protect the Billy Trail and fight coastal squeeze. Surely we should have the ambition to at least consider this?	

## **ODU 15**

Comment no.	Q107	Consultee	Individual	Relates to	Questionnaire Q18	
Comment receive	d	Project Team Re	esponse	Revision Required		
potential issues increasing incide shorter term is ground level at o sea level and or property seems up	unless sufficient consideration is given to and adequate funding, the likelihood of nts of increased flooding events in the indicated to become more frequent. As ur house in REDACTED is c.4.9m above ne of the highest points in the area, our nlikely to affected in itself, but the problems cut off by flooding is becoming more likely	The Strategy recongises the importance of maintaining the viability of the A3023 into the future as sea levels rise.  As there is a low economic case under current funding rules, partnership funding alongside capital funding will likely be required to progress a scheme.		viability of the A3023 into the future as sea levels rise.  As there is a low economic case under current funding rules, partnership funding alongside capital funding will likely be required to progress a scheme.		to Strategy
Comment no.	Q108	Consultee	Individual	Relates to	Questionnaire Q18	
Comment receive	d	Project Team Response		Revision Required		
The coastline along the whole of the Hayling Billy needs pro- active protection, as it is a very well used facility for walking and cycling by people of all ages. It is a cycle path that reduces congestion on our already busy single road off the		HBC's Cycling and Walking Infrastructure Plan				

island. This secti erosion, please pi	on of coastline already shows significant rotect it	infrastructure-plan) and is listed as a National Cycle Network route on the Key Routes Plan 2036.  The Strategy does recognise the importance of and risk to the Billy Line and therefore recommends realignment of sections of the path further inland to maintain access and viability of the path into the future. Hampshire County Council as the landowner, will have the ultimate decision regarding defences, route options, widening, or resurfacing.			
Comment no.	Q109	Consultee	Organisation	Relates to	Questionnaire Q18
Comment receive	ed .	Project Team Response R		Revision Re	equired
See comments fo Hayling Billy Trail	or Q. 17 in regard to horse riding access to	Noted, thank you	Noted, thank you.		to Strategy
Comment no.	Q110	Consultee	Organisation	Relates to	Questionnaire Q18
Comment received		Project Team Response		Revision Required	
proposals. Coast coastal defences. and flood defence strategy, one or	equired to understand these impacts of the tal lagoon nature reserve provides soft Great opportunity for delivering for wildlife to at the same time. As identified in the f several landfill sites and preventing these erode needs to be considered.	Agreed, and note	Agreed, and noted, thank you.		to Strategy
Comment no.	Q111	Consultee	Resident Group	Relates to	Questionnaire Q18
Comment receive	d	Project Team Response		Revision Re	equired
	e assumption that protecting the Billy Trail N2 (National Cycle Route 2), the only traffic-ff the island.			No change	to Strategy
Comment no.	E112	Consultee	Statutory Body	Relates to	Questionnaire Q18
Comment receive	d	Project Team Re	esponse	Revision Required	

of former landfill s	k Common managed by REDACTED. Part ite. Realignment of Billy Line feasible within I, but must provide protection to A3023 &	, , , , , , , , , , , , , , , , , , , ,		Amend ODU 15 roadmap and description.	
Comment no.	E226	Consultee	Statutory Body	Relates to	Questionnaire Q18
Comment receive	ed	Project Team Re	esponse	Revision Re	equired
This section is vu We need a more	ntain the section from Stoke to Victoria Rd. Inerable to storms with blocks popping off. e sustainable solution for this section. We A to fully fund this scheme.	the reasibility study will need to look at a number of different		No change to Strategy	
Comment no.	E227	Consultee	Statutory Body	Relates to	Questionnaire Q18
Comment received		Project Team Response		Revision Required	
HTL, but explore a Compensation for considered in the Jon Cox report for supporting more 2004-05, this St disturbance from people, and sealegal option of reswhere SPA interdisturbance by plate access to the Oys Setback to the master considered, rather as this would not new setback embassion.	ortunities for realignment, Hayling strategy opportunities for making space for nature. In Farlington on Hayling Island should be strategy documents. In Farlington showed the Oyster beds as SPA bird interest than Farlington back in PA population crashed probably due to opening up the new Hayling Billy line to elevel rise. The strategy should include a storing the Oyster beds back to a condition rest returns, via BUDS and reduction in anting up Hayling Billy to reduce public/dog ster beds or see below.  The interest than Farlington back in PA population crashed probably due to opening up the new Hayling Billy line to elevel rise. The strategy should include a condition rest returns, via BUDS and reduction in anting up Hayling Billy to reduce public/dog ster beds or see below.  The pass the IROPI case (legal option). The bankment could include access/cycle trail, ce disturbance at the Oyster beds.	– sustain minimum construction of a maintenance of would involve construction of a would involve construction of a would involve construction of the suspension of the suspens	ncluding the defence alignments and nhancements would need to be investigated heme appraisal process following the simportant to prevent the historic landfill from ture and reduce the risk of potentially	No change	to Strategy

Supported. We note that protecting the Billy Trail also protects NCN2 (National Cycle Route 2), the only traffic-free cycle route off the island.	Thank you for your support.		No change	to Strategy	
Comment received	Project Team Response		Revision Required		
Comment no. E313	Consultee	Resident Group	Relates to	Questionnaire Q18	
Tournerbury Farm, Northeney Farm (higher areas), Oyster Beds are all areas identified as potential sites to help compensate for Farlington marshes, but are currently designated and would need NEs agreement to allow management and restoration of these sites to count as compensatory habitat.  Newtown Fields and Sinah, is non- Natura 2000 designated and high enough to create grazing marsh for Farlington.  Stoke Common is non-designated and could provide compensation for Farlington, but is low lying. The length of Hayling Billy could be used as compensation for Farlington/high level bird roost, if setback option is considered in ODU14/15					

## **ODU 16**

Comment no.	Q112	Consultee	Individual	Relates to	Questionnaire Q19
Comment received	d	Project Team Response		Revision Required	
south of the Langs level is not increas time this point floo	ove. In addition, if the defences to the road tone Bridge are insufficient and/or the road sed, the whole Island will be cut off every ods, as has already been experienced, let the increased likelihood as time passes.	viability of the A constructing ne maintaining and rise.	is concurs with our intent for ODU 16 to 'Maintain the bility of the A3023 into the future as sea levels rise, by astructing new defences to a 1 in 200 year standard, intaining and raising over time to keep pace with sea level		to Strategy
		funding rules, p	artnership funding alongside capital funding uired to progress a scheme.		

			l		
Comment no.	Q113	Consultee	Individual	Relates to	Questionnaire Q19
Comment receive	d	Project Team Response		Revision Re	equired
approach to Lang	s to be extended to include the north stone Bridge as Hayling can be entirely cut ne High Street and Ship inn car park high main road. This needs to be considered in as key access			No change	to the Strategy.
Comment no.	Q114	Consultee	Individual	Relates to	Questionnaire Q19
Comment received		Project Team Response		Revision Required	
better long term s barrier to the Eas	ect the only access road onto Hayling. A solution for both harbours is to build a tidal at and West of Hayling. The barrier to the rate electricity with turbines as the current	The potential to reduce tidal flood risk along the coastal frontages surrounding Langstone and Chichester Harbours (including the harbour frontages of Hayling Island) with the		No change	to the Strategy

harbour entrance width at Langstone Harbour is approximately 300m, and at Chichester Harbour is approximately 1,500m (for reference, the Thames Barrier in London spans a channel width of approximately 500m with an estimated Thames Barrier cost of £1billion - this is a present day cost estimate based on published 1984 cost being factored up to today). The economic cost associated with tidal barriers of the size needed to provide sufficient flood protection for Hayling Island outweighs the benefits on Hayling Island significantly (total PV damages are £251 million). However, further work would be required to assess the wider benefits of harbour entrance flood barriers in the wider area. Flood barriers / barrages at the entrances to the harbours will also not address the flood risk to Hayling Island along the open coast (south side of the island). This area is where the majority of the economic damages / benefits originate and therefore the barrier / barrage option would not be able to claim these benefits (a separate scheme(s) would be required in addition to the barrier / barrage to address this risk). In addition to this, here are likely to be access and navigation issues, significant environmental impacts in relation to the internationally important designated sites within the harbours, a residual fluvial flood risk, geomorphology impacts (e.g. significant changes to sediment transport) and security issues associated with a tidal barrier solution. For these reasons, this approach has been scoped out as an Island wide approach. The potential for creek flood barriers to be installed on a local level has been explored as part of the appraisal process for areas of the Island where it could be more feasible, such as ODU 6 - Salterns Lane to Wilsons Boat Yard (see Appendix B for further detail). Beyond 2121, there is potential for this measure to be considered. It would require more work to consider the costs and benefits for Portsmouth, Hayling Island, Langstone and Emsworth. Comment no. Q115 Consultee Individual Relates to Questionnaire Q19 **Project Team Response** Comment received **Revision Required** 

I cycle over the bridge into Havant	Thank you for you	Thank you for your comment.		to Strategy	
Comment no. Q116	Consultee	Organisation	Relates to	Questionnaire Q19	
Comment received	Project Team R	Project Team Response R		equired	
Further detail is required to understand the impacts of these proposals. Nice inland tidal exchange that waders use. This sensitive area needs to be considered as part of any design as it would likely risk how this habitat is currently functioning	s i	Thank you for your comment, we absolutely agree.		to Strategy	
Comment no. Q117	Consultee	Activity Group	Relates to	Questionnaire Q19	
Comment received	Project Team R	Project Team Response		equired	
We support the Wider Objectives Option to maintain the viability of the A3023, on the assumption that it includes the Billy Trail and NCN2 (National Cycle Route 2)		Thank you for your support.		No change to Strategy	
Comment no. E113	Consultee	Statutory Body	Relates to	Questionnaire Q19	
Comment received	Project Team R	Project Team Response R		equired	
Protection must be maintained to A3023. Capital funding wibe required.	This concurs with our intent for ODU 16 to 'Maintain the viability of the A3023 into the future as sea levels rise, by constructing new defences to a 1 in 200 year standard, maintaining and raising over time to keep pace with sea level rise.  As there is a low economic case under current funding rules, partnership funding alongside capital funding will likely be required to progress a scheme.		No change to Strategy		
Comment no. E602	Consultee	Councillor	Relates to	Questionnaire Q19	
Comment received	Project Team R	esponse	Revision Re	equired	
similarly, I submit the that the strategy for this section be designated to allow for the seeking of commercial funding		Langstone Harbour is fully designated for it natural environment, including its saltmarsh and mudflat features		No change to Strategy	

currently the car park, on the old section of Havant Road, is regularly oversubscribed, particularly by walkers, many with dogs, the strategy should not pre-empt extension of the car park into the harbour, harbour infill is developer-funded (see completed projects at Stoneham and Lee-on-the-Solent Golf Clubs and Test Valley Golf Club under preparation), such a car park would also relieve traffic congestion from the southern shoreline during the holiday season,

which are afforded legal protection. Any reclamation / infill of the harbour would had a significant adverse effect on the natural environment and unless the works are unavoidable / carry imperative reasons of overriding public interest to protect people and property from flooding, then such works would not comply with the Habitat Regulations, and therefore would not be legally consentable.

omment no. E314	Consultee	Resident Group	Relates to	Questionnaire Q19
omment received	Project Team Response Revision Re		equired	
e support the Wider Objectives Option to maintain the ability of the A3023, but request that it includes the Billianian NCN2 (National Cycle Route 2).  Deferencing our concerns written above under Surface ater, we would like to be assured that new defence obtecting the bridge from both tidal surges and increasing a level rises, have a design that readily allows e.g. heavenfall to escape from the bridge and its surrounding arease appreciate that flaps would be kept closed against see appreciate that flaps would be kept closed against see ater ingress which is why we think that surface water build a could instead hamper dependable bridge transport esidents are also aware that there is a build-up of surface ater flooding on occasion around the Applegreen function, suggesting that future sea defence bridges nearbuild inadvertently contribute to worsening saturated ground inditions with nowhere for excessive surface water to cape	The design of a to consider surface s s s s s s s s s s s s s s s s s s s	the text to include the Billy Trail & NCN2.  Iny new defence scheme will absolutely need ace water flood risk in the design.	Amend text	t on ODU 16

## Other comments

Comment no. E701	Consultee	Individual	Relates to	Email received
Comment received	Project Team Response		Revision Required	

Many moons ago we appreciated your visit to us to explain the mysteries of Hayling shore behavior.

May we add our appreciation that your team headed today to deepest Hayling to explain the current plan/vision. After attending i am glad i couldnt access the survey form - i was (like many) very critical & sceptical of the heralded 100 year "vision" - even our Prime Minister hasnt a viable vision for beyond 10 days.

In short many thanks for a chance to chat to your knowledgeable team - well knowledgeable of the coastal situation & could explain to this resident the vagaries of funding where to fund short term plans there needs to be a long term (100 yrs!!!?) plan!

Crazy but now now understood.

please keep up the good work & when possible roll out & communicate the shorter (<5 yr) plans .. not visions. Particularly if norwegian rocks can help re-enforce the line further to Eaststoke corner. And Dredger Sospan can find a supply of pebbles not ever more present silty mud off our coast that can then walk their way west and central Hayling (my doorstep!)

Sincere thanks for your teams time / effort and keenness in their work - hope next presentation is for the 5yr plan & be assured we residents are keenly interested - despite some locals forgetting the significant success your work has had and still achieving ... ie: despite higher sea level the regular Southwood road flooding for days now isnt happening (fingers crossed!)

Thank you so much for such a lovely email and for making time to come and see us last week at the Hayling Island Draft Strategy Consultation events.

We take a lot of pride in our work and were very pleased to be able to share the Strategy with you and other residents in person once again!

The events last week were incredibly busy and it was lovely to see so many people interested in the Coastal Strategy, so I'm glad you were able to find one of us to chat to and help answer your questions.

Did you manage to access the survey in the end? Please let me know if you have any issues, as we can send you a hard copy if that's easier. It's really important that we hear your views to feed into the final Strategy.

The consultation period is running until Dec 31<sup>st</sup>, after which we will finalise the Strategy in light of comments received and refine the short term action plan. We will keep residents updated as things progress.

If you do have any other questions in the meantime, please do get in touch and we will be happy to explain anything further.

On behalf of the Hayling Island Strategy project team, I thank you again for your support and kind words.

No change to Strategy

Comment recei		Project Team Re		Revision Red	•
Comment no.	LP101	Consultee	Individual	Relates to	Local Plan Survey

Re-statement of the sea defences at west beach are critical for future of the island, and should be the first stage of the re-dev programme	We have been liaising with HBC's regeneration team to ensure coastal flood and erosion risk is taken into account, alongside the draft strategy options. Any development at the coast will need to consider Strategy recommendations as well as meeting tests with respect to building in flood and erosion risk areas. This includes following the necessary planning guidance and National Planning Policy Framework.			o Strategy
Comment no. LP102	Consultee	Individual	Relates to	Local Plan Survey
Comment received	Project Team Response F			quired
While the regeneration of Hayling Island seafront would be a positive, without the building of suitable flood defences it would be a complete waste of time and money.	We have been liaising with HBC's regeneration team to ensure coastal flood and erosion risk is taken into account, alongside the draft strategy options. Any development at the coast will need to consider Strategy recommendations as well as meeting tests with respect to building in flood and erosion risk areas. This includes following the necessary planning guidance and National Planning Policy Framework.		e        s  k	
Comment no. LP103	Consultee	Individual	Relates to	Local Plan Survey
Comment received	Project Team Re	esponse	Revision Re	quired
You need to stop this constant shifting gravel around, instead of spending more and more money wasted on more housing and a hotel that nobody wants or asked for, spend the money on a sea wall and reinstate the groynes that you removed for no sensible reason.	Beach Managen be found on our  https://coastalpa management-pla Environment Ag Government. The each stage diffe	rtners.org.uk/project/south-hayling-beach- an/. This BMP was approved by the ency, who fund all the works through Central e BMP is refreshed on a 5-yearly cycle, and at erent options for coastal management are ently, beach management is the preferred	No change t	o the Strategy

			t to evolve to its' natural position, with regular avant Borough Council.		
Comment no.	LP104	Consultee	Individual	Relates to	Local Plan Survey
Comment received		Project Team Response		Revision Required	
eventually be valignment? Why beach or pebb	nard structures on the beach if they will washed away as the beach finds its own or can't people walk, as they do, along the les or grassy areas to enjoy the natural tead of planning any kind of walkways?	Thank you for your comment, walkways would allow everyone access to the beach including wheelchairs.		No change to the Strategy	
Comment no.	LP105	Consultee	Individual	Relates to	Local Plan Survey
Comment receiv	ved	Project Team Response		Revision Required	
The council have done nothing to save hayling sea front. They have taken out all the sea defences by the inn on the beach. Moved the beach huts to the other side of the road. Beach hut owners bought huts in places they wanted them and pay the council a huge amount yearly ground rent for them do nothing. And now they've been told their huts will never be in the same place again. Sort the sea defences especially as the many of the beach hut owners are the ones who pay to keep the beaches the way they are with the ridiculous increasing rent forced by the council!		The beach is currently maintained in line with our approved Beach Management Plan (BMP) (2017-2022(24)), which can be found on our website here:  https://coastalpartners.org.uk/project/south-hayling-beach-management-plan/. This BMP was approved by the Environment Agency, who fund all the works through Central Government. The BMP is refreshed on a 5-yearly cycle, and at each stage different options for coastal management are assessed.  The groynes and timber revetment at West Beach were not replaced, in line with the Coastal Policy of 'natural evolution' in the area. These structures were past the end of their design life, and the decision was taken that they would be removed and not replaced when the posed a significant H&S risk. The beach is now left to evolve to its' natural position, with regular monitoring by Havant Borough Council.		No change to the Strategy	
Comment no.	LP106	Consultee	Individual	Relates to	Local Plan Survey
Comment received		Project Team Response		Revision Required	

The most important thing is to protect the beach from erosion and improve the car parking areas. The West beach area has been totally abandoned, by removing all the wooden groins and repeatedly taking all the shingle to the east end of the beach.  The last thing Hayling seafront needs is over-development. Please just improve the sea defences, improve the car parks, re-position the beach huts	The beach is currently maintained in line with our approved Beach Management Plan (BMP) (2017-2022(24)), which can be found on our website here:  https://coastalpartners.org.uk/project/south-hayling-beach-management-plan/. This BMP was approved by the Environment Agency, who fund all the works through Central Government. The BMP is refreshed on a 5-yearly cycle, and at each stage different options for coastal management are assessed.  The groynes and timber revetment at West Beach were not replaced, in line with the Coastal Policy of 'natural evolution' in the area. These structures were past the end of their design life, and the decision was taken that they would be removed and not replaced when the posed a significant H&S risk. The beach is now left to evolve to its' natural position, with regular monitoring by Havant Borough Council.  The project team are working closely with HBC's planning policy and regeneration teams to ensure coastal flood and erosion risk is taken into account, alongside the draft strategy options and future development plans.		No change to the Strategy.	
Comment no. LP107	Consultee	Individual	Relates to	Local Plan Survey
Comment no.	Consultee	individual	Relates to	Local Flair Survey
Comment received	Project Team Response		Revision Required	
Ensuring that the vision for Hayling sea front is achievable and sustainable will obviously require the fundamentals to be in place (travel infrastructure and flood defences). The natural environment (including water quality) can and should of course be protected when considering the ambition.	We have been liaising with HBC's regeneration team to ensure coastal flood and erosion risk is taken into account, alongside the draft strategy options. Any development at the coast will need to consider Strategy recommendations as well as meeting tests with respect to building in flood and erosion risk areas. This includes following the necessary planning guidance and National Planning Policy Framework.			
Comment no. LP108	Consultee	Individual	Relates to	Local Plan Survey
Comment received	Project Team Response		Revision Required	

Hayling won't be here in another 100 years if nothing is done about flooding. And I don't mean building massive flood defences, but creating wetlands and stopping over-development.	Thank you for your comment, the environment was a key consideration when developing the Strategy and it's leading option options. The Strategy has included set back defences and do nothing in a number of locations to provide space for nature and creation of new habitats.		No change to Strategy	
Comment no. LP109	Consultee	Individual	Relates to	Local Plan Survey
Comment received	Project Team Re	esponse	Revision Red	quired
There needs to be a good and well executed plan to limit flooding - a good example being the investment being placed on sea and flood defences around Portsmouth.	Thank you for your comment, we absolutely agree that a Coastal Management Strategy is needed for Hayling Island. For more information please visit our Strategy webpages: <a href="https://coastalpartners.corg.uk/project/hayling-island-coastal-management-strategy-2120/">https://coastalpartners.corg.uk/project/hayling-island-coastal-management-strategy-2120/</a>		No change to Strategy	
Comment no. LP110	Consultee Individual		Relates to	Local Plan Survey
Comment received	Project Team Response		Revision Required	
There is currently no clear or defined policy for flood defences in the borough.	(SMP) set out i Island and was a high level, non-s management pla for sustainable of coastal frontage.		No change to	o Strategy
	(SMP) set out it Island and was a high level, non-s management plated for sustainable coastal frontage. Feeding down appraise the or	ts coastal management policies for Hayling dopted by Havant Borough Council. SMPs are tatutory policy documents for coastal defence nning and set out a 100 year direction of travel coastal management for policy units along a	No change to	o Strategy
	(SMP) set out it Island and was a high level, non-s management plated for sustainable of coastal frontage. Feeding down appraise the oppreferred approach Within Havant B Castle to Emsomainland coast, Strategy current management on	ts coastal management policies for Hayling dopted by Havant Borough Council. SMPs are tatutory policy documents for coastal defence nning and set out a 100 year direction of travel coastal management for policy units along a from them, Coastal Strategies identify and policies, looking into more detail to set the inch to deliver SMP policy.  Torough Council's jurisdiction, the Portchester worth Coastal Strategy (2012) covers the and the Hayling Island Coastal Management ntly in development, covers coastal	No change to	o Strategy

	emsworth-strateg	rtners.org.uk/project/hayling-island-coastal-		
Comment no. LP111	Consultee	Individual	Relates to	Local Plan Survey
Comment received	Project Team Re	esponse	Revision Required	
The predictions for future sea level rise indicate the majority of the island is at risk of flooding at some point. The current sea defences are in a poor state and the current Hayling Island Strategy Consultation proposes sensible schemes but funding will only be available for limited sections of the coastline. Allowing managed retreat of sea defences reduces the land available on the island for surface water run-off and storage, further exacerbating the flood risk to properties	Specific analysis of the tide-locking impact on surface water flooding has not been undertaken as part of the Coastal Management Strategy. The Strategy has however taken into consideration the current Local Flood Risk Management Strategy and Surface Water Management Plans. Hampshire County Council as the Lead Local Flood Authority are responsible for the management of local sources of flooding which includes surface water.		No change to Strategy	
Comment no. LP112	Consultee	Individual	Relates to	Local Plan Survey
Comment received	Project Team Response		Revision Required	
Hayling Island seems to have a low priority when considering flooding and erosion. I understand that policy must consider the numbers of people at risk when allocating funding. However the Island is unique and provides not only accommodation and farming but valuable leisure facilities for many thousands of local people.	Thank you for your comment, we agree that the Island is unique in its setting, its environment and its uses.  Management of coastal flood and erosion risks is a high priority for HBC, and as such has part funded development of the Hayling Island Coastal Management Strategy.  The Strategy recommends economically sound leading strategic approaches to managing flood and erosion risk. Although some future schemes may be able to attract some public (Grant in Aid) funding, contributions will often be required to make up the shortfall to enable schemes to progress.  Where there is little or no national economic case to do something under current funding rules, and where the landowner decides not to invest in their defences, then we will need to look to adaptation as a realistic response to coastal risks on the island now and into the future.		No change to Strategy	

Comment no.	LP113	Consultee	Individual	Relates to	Local Plan Survey	
Comment receive	ved	Project Team Re	sponse	Revision Red	Revision Required	
I think the Council has disregarded the flood risk along Hayling Seafront where the car park at Beachlands is being rapidly eroded, at the Sinah development site, along the Hayling Billy line along the West Coast of Hayling, at Langstone and Southmoor. These areas are changing much more quickly than the council appears to appreciate and no further development should be authorised in such areas unless there are major flood prevention plans.		The Hayling Island Coastal Management Strategy team have been liaising with HBC's local plan team to ensure coastal flood and erosion risk is taken into account, alongside the draft strategy options. Planning applications for any development at the coast will need to consider Strategy recommendations as well as meeting tests with respect to building in flood and erosion risk areas. This includes following the necessary planning guidance and National Planning Policy Framework available at: <a href="https://www.gov.uk/government/publications/national-planning-policy-framework2">https://www.gov.uk/government/publications/national-planning-policy-framework2</a>				
Comment no.	LP114	Consultee	Individual	Relates to	Local Plan Survey	
Comment receive	ved	Project Team Response		Revision Required		
erosion, or has hear! The stater at West Beach and certain cou way to know he rapid changes in a huge waste of 'safe for its life groynes back a space, rather 'regeneration pl certain investmerisk much more	a badly advised in the past about coastal refused to listen to advice it does not wish to ment on the previous page is invalid. Erosion happened much more rapidly than predicted noil decisions were flawed; there is no sure we the next few years will pan out, given the nour climate. Any new development could be fitime and money - what is meant anyway by etime! ? Some simple measures such as along the beach front could give breathing than unnecessary, stylised and bizarre ans'. The whole Island is too vulnerable and ents would be a waste of money, best not to be development at al! Expectations of more is is a crucial lead for HBC.	replaced, in line of the area. These life, and the dectand not replaced beach is now left monitoring by Hather The Hayling Islands been liaising with and erosion risk strategy options. The coast will new well as meeting erosion risk are planning guidant available at:	d timber revetment at West Beach were not with the Coastal Policy of 'natural evolution' in structures were past the end of their design ision was taken that they would be removed I when the posed a significant H&S risk. The to evolve to its' natural position, with regular evant Borough Council.  Ind Coastal Management Strategy team have a HBC's local plan team to ensure coastal flood it is taken into account, alongside the draft Planning applications for any development at ed to consider Strategy recommendations as tests with respect to building in flood and eas. This includes following the necessary be and National Planning Policy Framework auk/government/publications/national-ramework2	Revision Required  No change to Strategy		

Comment no.	LP115	Consultee	Individual	Relates to	Local Plan Survey
Comment received		Project Team Response		Revision Required	
Not enough consideration of the possibility of using new methods of coastal engineering to reduce flood risk - the expensive building and maintenance of hard barriers e.g sea walls is not the answer - new techniques have been developed in the USA		During the early option appraisal stages of the Coastal Management Strategy for Hayling Island, a long list of options was developed in collaboration with our Key Stakeholders, which included a wide range of potential strategic options to address flood and /or erosion risk.		No change to	o Strategy
		'packages of m comprising differ 'short list' was a the technical fea	delivery of the strategic options, local level leasures' were established for each ODU ent types of coastal defence structures. This n iterative process, taking into consideration sibility and effectiveness, economic appraisal an environmental and social assessment.		
		After this, the leading option was selected based on what is best for the area based on the above criteria.			
		Any project coming out of the Strategy will however need to revisit the options and consider the latest information, including any new coastal management techniques.			
Comment no.	LP116	Consultee	Individual	Relates to	Local Plan Survey
Comment received		Project Team Response		Revision Required	
The council actually need to get on and do something to protect against flood risk, particularly on Hayling Island. This is more than actively supporting investment; it is implementation.		The Hayling Island Coastal Management Strategy has identified the need for a number of priority projects and schemes over the next 10 years across Hayling Island, subject to securing funding and approvals. Identified in our Short Term Action Plan, these projects include the implementation of habitat creation, beach management capital works and adaptation schemes.			