

Langstone FCERM Scheme

Frequently Asked Questions
Detailed Design

March 2025



Langstone Flood and Coastal Erosion Risk Management Scheme

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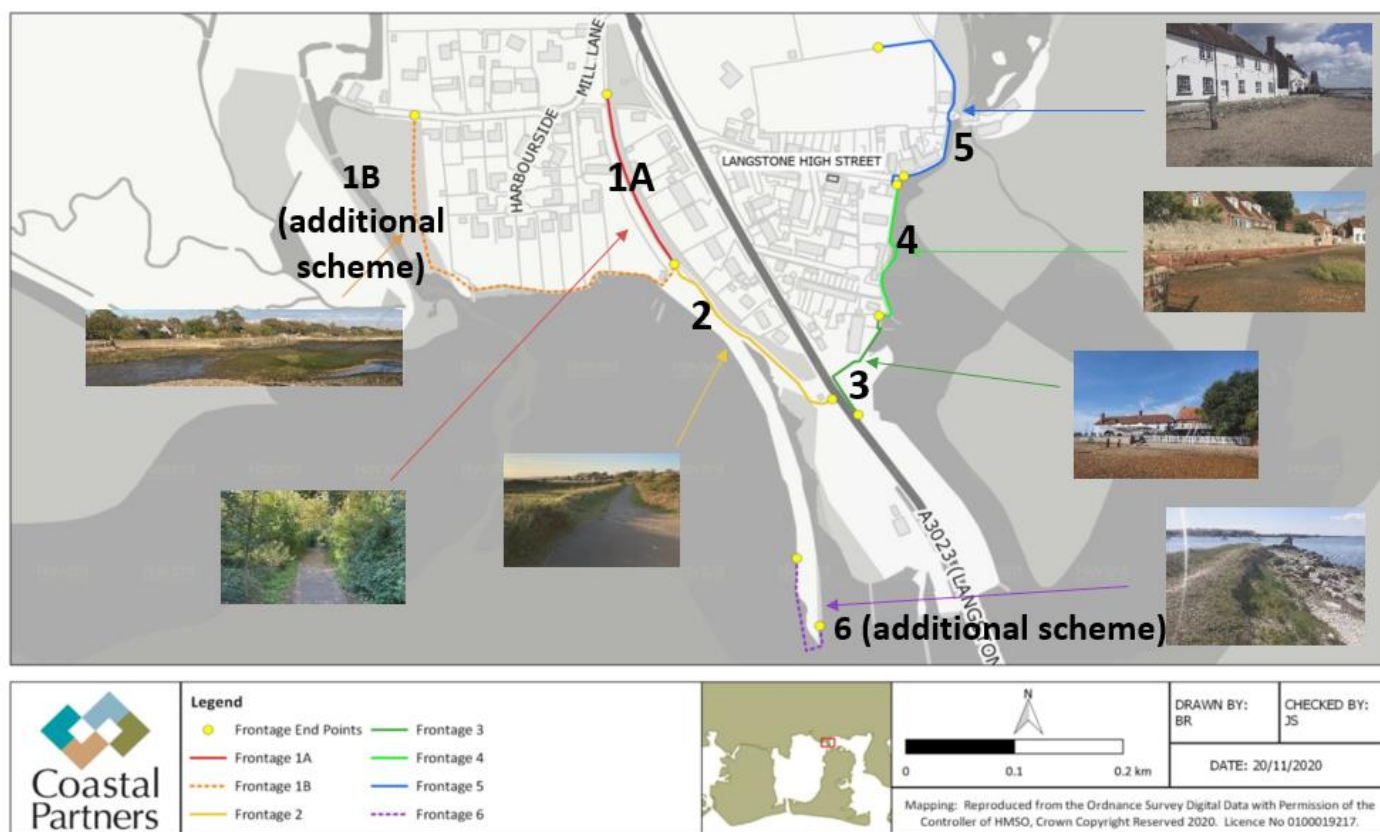
Frequently Asked Questions at Detailed Design Completion.

Now that the detailed design of the Langstone Flood and Coastal Erosion Risk Management scheme has been completed, this document aims to capture the wide-ranging questions posed to the project team (and their responses) during this design stage.

One of the best sources of information on the scheme were prepared for the January 2024 Detailed Design Exhibition. The posters are still available as a digital leaflet on the project webpages here:

<https://coastalpartners.org.uk/langstone-detailed-design-public-exhibition>

Many questions within this FAQ are specific to a location or frontage and are therefore grouped this way. The frontages are set out in the map below.



There is an upfront general questions section, and the final sections cover next steps towards construction.

You can navigate using the quick links below.

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1) General Questions

Q1.1) What is the impact of the scheme on trees?

A) We have taken professional advice from an Arboriculturist Consultant to establish the impact on tree species across the scheme frontages as well as opportunities for replanting. The Consultant has mapped out the existing tree canopy and surveyed and graded every tree within the scheme footprint. Where there is a clash between trees and the scheme proposals, a tree clearance plan has been prepared to identify:

- *Trees unaffected and therefore retained.*
- *Trees to be retained with mitigation measures applied to reduce impact.*
- *Trees which would not survive the development and will require removal as part of enabling works.*

Vegetation clearance plans and replanting schedules will be submitted with the planning application. The project team understand the ecological value of tree canopies and have therefore specified in the design that for every tree impacted, at least 2 new trees are planted. Not only are there more trees within the proposals, the species of tree have been selected from native species including fruit trees which will blossom and provide a source of food for insects.

Q1.2) Can you provide more information about the operation of flood gates?

A) The proposals include for two vehicular access and four pedestrian flood gates, as well as two locations where flood boards are proposed. These will all remain open during normal tides (i.e. the majority of the time) and require deployment prior to a flood event.

Coastal Partners manage the operation of a network of flood gates and other structures through a duty coastal incident officer (CIO) role (24/7). In the Havant Borough, Coastal Partners work with NorSE to operate emergency flood defences. Once we have a preferred gate supplier, an operational manual will be prepared in consultation with our Contractor, Langstone Flood Watch and individual landowners affected so that all parties understand roles and responsibilities. This will set out the trigger and procedure for closing the gates, alerting the community and emergency action planning.

The gates would be shut prior to an extreme high tide event (not every high tide event would require closure of the gates). Vehicular and pedestrian access will not be possible until the tide drops, and the gates are re-opened.

Coastal Partners work closely with the Environment Agency who are responsible for issuing any flood alerts. You can sign up to receive flood alerts from the Environment Agency here:

<https://www.gov.uk/sign-up-for-flood-warnings>

Q1.3) Will a scheme help with our house insurance?

A) Coastal FCERM Schemes have the potential to reduce insurance premiums but this is not guaranteed. It can often take some time after scheme delivery for the Environment Agency to update their flood risk maps and areas benefiting from defences. The insurance industry then updates their own records based on these maps. Its best to have a direct conversation with the insurance company you use. For further information on flood insurance please see -

<https://coastalpartners.org.uk/flood-insurance>.

Q1.4) In the event that the defences are overtopped during a storm, will properties flood?

A) This Flood and Coastal Erosion risk management scheme predominately focuses on reducing *tidal* flooding and erosion risk as the most significant risk. It proposes a sufficient drainage network to ensure any water landward of the defences continues to drain at low tide. There will be a remaining residual risk from surface water, spray overtopping, heavy rainfall, and events which exceed the standard of protection.

Landowners will still need to assess and manage their own risk through property level protection such as flood boards. Further information on preparing for flooding is available here:

<https://coastalpartners.org.uk/protecting-against-flooding>

Q1.5) Once constructed, who will maintain the new defences, fixtures and fittings?

A) Future maintenance of newly constructed structures and the operation of flood gates will be arranged as necessary by Havant Borough Council. Maintenance has been a key design consideration, with materials selected in liaison with asset owners, showing preference for readily available materials which will make repairs easier, and also materials which are resilient to the marine environment.

2) Hayling Billy Line (Frontage 1a)

Q2.1) We love this green corridor; will this be preserved?

A) There will be some impact on the existing vegetation to enable the works to take place within a narrow area. These will be replaced with appropriate vegetation to retain the tree-lined corridor of this footpath and cycle route. The project team understand the ecological value of tree canopies and have therefore specified in the design that for every tree impacted, at least 2 new trees are planted along this route. Areas cleared of vegetation will be replanted with a range of specially

chosen native species. These include a mixture of grasses, shrub, and species rich meadow (tolerant to life at the coastline).

Q2.2) Are there any changes to the footpath/cycle path here?

A) We are proposing that the national cycle route which runs along the Hayling Billy Line through Langstone will be upgraded as part of the Scheme along a 350m section to meet the A3023. The route will be widened to 3m to meet Hampshire Highways development requirements. There will be localised path raising to maintain the necessary flood defence heights, where the defence alignment crosses important utility pipes beneath the path. The maximum raising is 0.5m above the existing level.

The new surface will be of the highest standard and more resistant to wear. The proposed surface is asphalt, as requested by Hampshire County Council as a readily available material for straight forward repairs. We have suggested alternative finishes such as a lighter colour or aggregate finish however this would be difficult and more costly to repair.

We will work with Hampshire County Council to share feedback from the community to inform how use of this access is managed, specifically about shared pedestrian and cyclist use of the Hayling Billy Line, to ensure pedestrians feel comfortable sharing this popular access route.

3) Hayling Billy Line (Frontage 2)

Q3.1) Why was the design revised in this location?

A) The original leading option was for an earth embankment seaward of the existing cycle path, however the detailed design process flagged that the section of embankment which is located adjacent to an intertidal creek required a wider footprint to ensure slope stability. This would have resulted in foreshore encroachment. Any encroachment of construction work or destruction of precious intertidal habitats is not acceptable under section 41 of the NERC Act. This is the primary reason for the 2023 redesign and a move away from an earth embankment.

The design for Frontage 2 consists of a of a sheet-piled wall and localised realignment of the cycle/footpath. We have worked with key stakeholders to propose this updated design which is the only solution that:

- Avoids encroachment on sensitive intertidal habitats.
- Avoids clashing with important utility services within the footprint of the design.
- Enables greater flood protection to the residential properties.
- Provides opportunities to enhance the environment and deliver 10% biodiversity net gain required by the project.
- Enhance the cycleway provision through a wider path and reduced flood risk.
- Reduces risk of failure of the defences during an extreme event.

Raised earth 'ramp' embankments are included where the defence alignment needs to cross and avoid existing utility pipes beneath the path.

Q3.2) What about the wildlife that lives here?

A) Langstone is home to sensitive environments which are nationally and internationally important for nature conservation. We have a responsibility to assess and seek to minimise the impacts of new development on these habitats and species and support their restoration and enhancement. We will assess the impact on the environment, and this assessment will be included within the planning application for the Scheme.

We have undertaken ecological studies and surveys to identify species which reside across Langstone. We are proposing an array of features which will mitigate impact on important species such as reptiles, insects and bats, and support their improvement.

Q3.3) Have you considered access to the beach over the proposed flood defences?

A) Access points over the embankment / defences will be possible much like it currently is given the modest defence heights. The sheet pile can be buried within earth at access points and vegetated with wildflower and coastal grass mix.

Q3.4) Have you considered improving biodiversity here?

A) Under the Environment Act 2021, from January 2024 it will be a legal requirement for developments that require planning permission to provide at least a 10% Biodiversity Net Gain as part of their scheme proposals. The scheme will therefore propose a landscape which is more visually and ecologically diverse than what was there previously, creating a better habitat for local wildlife. In association with the scheme, we are investigating the feasibility of restoring Langstone's precious saltmarsh habitats, which were historically more extensive within the harbours. We have secured additional funding to explore these opportunities further.

Q3.5) What wider benefits have you considered in this location? Reduced visual clutter is preferred.

A) The national cycle route which runs along the Hayling Billy Line through Langstone will be upgraded as part of the Scheme along a 350m section. The proposals include for refreshed signage and interpretation boards. These will celebrate the features of Langstone's built and natural environment, working with the community and key stakeholders. We will include new benches in appropriate locations for resting and enjoyment of the surroundings.

4) The Car Park at the Ship Inn (Frontage 3)

Q4.1) Will the design here result in the loss of car parking spaces?

A) Parking provision in the car park adjacent to the Ship Inn is not currently formalised. We are working with Hampshire County Council as landowner to optimise this area. The aim of the bund design is to have as minimal as impact as possible on parking and where possible enhance the area. The quay area of the car park will continue to flood during exceptional high tides.

5) The Ship Inn and Annexe (Frontage 3)

Q5.1) What will happen with the sloped concrete apron here? How will accessibility be improved? How will access to the beach be maintained?

A) The section of sloped concrete apron and white picket fence for the Ship Inn Annexe will be replaced with a new concrete flood wall, with accessible footpath and safety handrail replacing the existing apron. There will be new foreshore steps constructed in a more suitable location. This ties into Frontage 4 at the Lookout. Any pedestrian flood gates will remain in the default open position until they require deployment during flooding.

Q5.2) What are your plans for flood glass in this location?

A) The Ship Inn wall is designed to be able to incorporate a glass top, should funding be secured prior to construction. This will reduce impact on the stunning harbour views. Inclusion of flood glass is more expensive than a full height flood wall. The current proposals include for flood glass as the preferred community option. Once we have the final costs for this proposal, we will confirm

whether the glass top is affordable. The design accounts for the business use of the Ship Inn as a public house.

Q5.3) What is the impact on the Ship Inn?

A) We have engaged directly with Fullers during detailed design to explain the proposals. The scheme has a positive long-term impact through provision of improved flood defences. Inclusion of flood glass will also serve to reduce impact on the stunning harbour views and is therefore included in the planning proposal at the preference of Fullers. Since the Pub is located on the defence line, there will be disruption during the works whilst the flood defences are being installed however we continue to work with this Stakeholder to fully understand outcomes of the scheme.

Construction works are restricted to summer months due to ecological constraints during the winter months (October - March). Protected birds spend the winter in Langstone and Chichester Harbours and the surrounding areas, so we ensure that minimal disturbance occurs to them over winter. Once the construction programme is confirmed, we will continue to liaise with this Stakeholder to minimise business impact as much as possible.

6) The Ship Inn to Langstone High Street (Frontage 4)

Q6.1) Will the design in this location lead to a narrower pathway?

A) The design aim is to improve the accessibility of the footpath, and where possible improve the width, ideally to a minimum width of 1.5m to allow for wheelchair users and pedestrians to pass one another. The Equalities Act 2010 places the public sector under an Equalities Duty. In having regard to eliminate discrimination and advance equality we consider the need to provide accessibility and the use of the footpath has to be considered for all individuals. We are proposing improved access as per Department of Transport Mobility Guidance.

Space is constrained, so there is a balance between creating wider footpaths within the space available as not to encroach into designated habitats.

Q6.2) Will the level of the existing footpath be maintained? Why not raise the level so that it doesn't continue to flood?

A) Path levels would need to be raised significantly to avoid avoiding the path flooding on every tide. We have received feedback that the existing levels are in place to ensure privacy of neighbouring properties (if raised, path users would be able to look over the wall) therefore we are not seeking to raise footpath levels between the Ship Inn and Royal Oak. A new handrail at the seaward edge will demarcate the edge of the path during a flood however we encourage use of alternative access during flood conditions.

Q6.3) What is the new flood wall clad in?

A) To blend the new defences into the existing landscape, like for like materials are proposed such as red brick (mix of heritage and engineering grade bricks are proposed). Where flint dominates in the upper walls, any new walls will be clad with flint.

Key stakeholders were consulted in relation to material choice including the community, Historic England and Havant Borough Council's Conservation Officer.

Q6.4) Why is a handrail necessary?

A) We have followed health and safety guidance which advises that a continuous handrail is installed where there is a potential drop and therefore a risk of falling. The handrail design has

been selected to compliment the surroundings. The added benefit of a handrail will be to demark the edge of the footpath during a flood event.

Q6.5) How will you prevent bikes and boats being locked onto the new railings?

A) The proposals include for new cycle storage racks at the Royal Oak (adjacent to the garden) and at the Ship Inn car park and Quay. We will investigate provision of signage to raise awareness of this storage availability thus discouraging use of the railings. We will monitor whether further action is necessary.

Q6.6) Will there be provision for access to the beach in this location?

A) Access to the foreshore is not currently formalised in this location (i.e., access steps/ ramp/ slipway). The proposed design does not allow for formalised access to the foreshore to be introduced in this location. Given the area has multiple environmental designations, any significant encroachment to the beach beyond that which is absolutely necessary will not be permitted, and as such steps have not been proposed as these would likely encroach onto the foreshore.

Access to the Coastguard Cottages from the footpath will be maintained. There will be new flood boards prepared for the gateway which will be installed during a flood event (and stored in a suitable place when not in use). Flood boards are better than a gate in this location as the gateway is too narrow.

Public access to the beach will be provided via the new access steps at the Ship Inn Annex, and we are exploring other opportunities for private gated access at other locations along the handrails however would need to agree how this is safely achieved.

Q6.7) Why not leave the path (around Green Cottage) where it is?

A) This section will propose the realignment of the footpath around The Green as the optimum solution which minimises need for excessive pedestrian flood gates. If the route remained as it is, there would be an added requirement for floodgates in either side of the Green to maintain public access. This increases the risk of the defences not being fully closed at the time of an event.

Direct consultations are being held with private landowners directly impacted and with Hampshire County Council. Following confirmation of the design, a Public Path Order application will be needed to permanently divert the footpath. More detailed information on Public Path Orders can be found here:

<https://www.hants.gov.uk/landplanningandenvironment/rightsofway/definitivemap/pathorders>.

7) Langstone High Street (Frontage 4)

Q7.1) What will the flood gate look like?

A) The design solution for the end of Langstone High Street consists of a new vehicular flood gate across the high street to tie in with the new defences either side. Adjacent to the Winklemarket there will be a timber clad pedestrian flood gate. The slipway here will be improved.

The double-leaf vehicle gate and single leaf pedestrian gates will be fixed open for the majority of time, and closed when the water level is high enough, typically alongside a flood alert or warning.

The gate manufacturer and supplier will be identified through tendering for a Contractor to build the Scheme. Once identified, we can confirm what the gate will look and feel like, but the principle will be for a steel gate clad with timber which will weather in the marine environment.

Q7.2) Can the flood gate be glass or topped with glass?

A) The possibility of a glass topped vehicular flood gate has been explored with potential suppliers. The detailed design will propose a full height timber clad gate for the planning application. Once a gate supplier has been agreed, we will finalise the look and feel of the design including options for a glass top if this economically viable.

Q7.3) Can the flood gate be located further up the high street to make it smaller in height?

A) The designer has explored different gate positions further up the high street as requested by members of the community, with the ultimate goal of reducing the height of the flood gate.

If the flood gate was to be moved further up the high street, the flood wall on the Royal Oak side will have to be extended to the new flood gate position in order to form a continuous barrier at increased cost. Based on assessment of topographic data the reduction in flood gate height is relatively minimal to justify these additional costs. The assessment also considered impact on adjacent properties and buried services within the design footprint. The position of the flood gate is also governed by the extent of the existing waterproofing system within the Winklemarket building. If the flood gate is to be positioned beyond the existing waterproofing system, an additional floodwall will be required to form a waterproof barrier.

The proposed position is the best design considering the constraints. Whilst the gate height will not be altered, the gates will typically stored in the open position reducing visual impact of the closed gates which when closed will prevent tidal flooding of the High Street.

8) The Royal Oak and Cottages (Frontage 5)

Q8.1) What are your plans for flood glass in this location?

A) The design accounts for the business use of the Royal Oak as a public house. The wall is designed to be able to incorporate a glass top, should funding be secured prior to construction. This will reduce impact on the stunning harbour views. Inclusion of flood glass is more expensive than a full height flood wall. The current proposals include for flood glass as the preferred community option.

As part of the design review for this frontage, we took further advice from; our Heritage Consultant (Wessex Archaeology), Historic England, Havant Borough Council's Conservation Officer and HCC County Archaeologist. This engagement was to ensure this is an acceptable option from the perspective of heritage and visual impact.

Q8.2) Can you confirm whether the cottages (adjacent to the Royal Oak) can be used as the primary flood defence?

A) Based on the Structural Surveys undertaken in 2021/22, the cottages are deemed unsuitable to be used as an effective flood defence to provide the required standard of protection and required function.

Q8.3) For any glass panels; what is the material of the frames? Who will be responsible for maintenance of the glass and frames?

A) The flood glass manufacturer and supplier will be identified through tendering for a Contractor to build the Scheme. Once identified, we can confirm what the flood glass will look and feel like alongside any maintenance requirements, but the principle will be that the toughened flood glass panel frames are likely to be supported by stainless steel frames. Havant Borough Council will be responsible for organising maintenance of the flood defences once constructed.

Q8.4) How wide will the footpath path be (around the Royal Oak)?

A) The design aim is to keep the existing footpath width unchanged around the Royal Oak. This is between approximately 2m and 3.5m in width.

Q8.5) What happens to foreshore access in the long term?

A) In the long term, access will continue to be available via the slipways.

Q8.6) How will deliveries to the Royal Oak be made?

A) Currently, delivery lorries park on the High Street to unload, otherwise have parked at the end of the High Street to unload onto the path. We understand from residents this can be disruptive and noisy especially where trollies are pushed along the flagstone path, and where lorries park across driveways.

There is a requirement to reinstate the quay surface outside the Royal Oak after the works are constructed, reusing existing flag stones where possible. We think there is an opportunity to work with the Royal Oak to share residents' concerns about noise associated with deliveries and will pass on this feedback.

Q8.7) The existing alignment beyond the Royal Oak will not protect the footpath leading north and east from flooding during a storm. Have you considered an alternative which enables emergency access/egress (pedestrian) via these routes?

A) Emergency access/egress steps are now included as part of the detailed design for the Royal Oak frontage at the request of residents.

Q8.8) What is the impact on the Royal Oak?

A) We have engaged directly with Greene King during detailed design to explain the proposals. The scheme has a positive long-term impact through provision of improved flood defences and protection from coastal erosion. Inclusion of flood glass will also serve to reduce impact on the stunning harbour views and is therefore included in the proposal at the preference of Greene King. Since the Pub is located on the defence line, there will be temporary disruption during the works whilst the flood defences are being installed.

Construction works are restricted to summer months due to ecological constraints during the winter months (October - March). Protected birds spend the winter in Langstone and Chichester Harbours and the surrounding areas, so we ensure that minimal disturbance occurs to them over winter. Once the construction programme is confirmed, we will continue to liaise the Royal Oak to minimise business impact as much as possible.

9) Footpath to Meadows (Frontage 5)

Q9.1) How will the footpath be improved here?

A) Through installing the new flood defence, a new surface will be integrated into the footpath. For the section of footpath (108/54b/1) we propose an improved surface which is 'Bodpave 40'. This is a Porous paving system which will improve the existing surface. It is not possible to introduce any footpath widening here due to private land.

10) Mill Lane and Harbourside (Frontage 1B, Additional Scheme)

Q10.1) Why is this frontage not included in the 'core scheme' proposals?

A) The 'core' scheme refers to the affordable scheme alignment that can deliver the objectives and benefits of the project. The objectives of the scheme are aligned with the priorities of the organisations that attract funding from Havant Borough Council, Hampshire County Council, and the Environment Agency. There are some areas along the Langstone frontage, including the Mill Lane frontage and the Langstone Spit, that are not included in the core scheme due to economic viability (the 'additional' scheme).

Havant Borough Council has maintained an aspiration of including properties in Mill Lane and Harbourside in proposals for the Flood and Coastal Erosion Risk Management Scheme for a long time. However, the prohibitive cost benefit analysis and funding rules have never enabled us to draw down sufficient funds to include these privately owned defences within the Core Scheme.

Given the large, estimated costs for construction of F1B (at 80% design completion) and requirement for residents to invest privately, we have provided residents with an 'alternative approach' to the design in this location that will extend the current life of the sea wall and maintain or increase the standard of protection offered to the residents. The approach consisted of identifying and designing options which can be implemented incrementally and potentially at a lower cost.

Since we last met with this community in February 2023, we have not yet heard that any funding contribution private or from grants has been committed towards a Havant Borough Council led scheme for the construction costs. Regrettably this means that we are not able to demonstrate that there is sufficient funding to cover the estimated costs of the capital refurbishment to the seawall and a new embankment at Mill Lane and Harbourside (Frontage 1B). This is in addition to a remaining funding gap for the Core Scheme; therefore, this frontage cannot be taken forward into the planning application.

In the absence of any private funding, the project will still deliver the designs and plans ready for construction, to the community. This will include the prioritised work schedule works. This ensures that the opportunity remains available for upgrading the defences around Harbourside and Mill Lane properties, and a shovel ready plan is prepared if grants or private contributions are released in the future. This enables the community to take a speed advantage, particularly useful with time limited community grants.

11) Langstone Spit (Frontage 6, Additional Scheme)

Q11.1) Why is this frontage not included in the 'core scheme' proposals?

A) The 'core' scheme refers to the affordable scheme alignment that can deliver the objectives and benefits of the project. The objectives of the scheme are aligned with the priorities of the organisation that provide the funding such as Havant Borough Council, HCC, and the Environment Agency. There are some areas along the Langstone frontage, including the Mill Lane frontage and the Langstone Spit, that are not included in the core scheme due to affordability (the 'additional' scheme).

The detailed design for the leading design solution for Langstone Spit has been prepared. The solution remains unchanged from rock armouring for the 50m section at the end of the spit, proposed to reduce erosion of the end of the Spit, helping with stabilisation. Granite rock was specified given its higher density and therefore lower required rock-armour size which in turn reduces the amount of encroachment into the designated foreshore. This proposal has been further considered in terms of whether it is likely to gain the necessary consents as a result of the foreshore encroachment and impact on these protected habitats.

It has also been difficult to source funding for this frontage due to the weak cost:benefit score within current funding rules. No additional sources of investment have been identified and as such this frontage cannot be taken forward into the planning application for the scheme.

12) The Old Mill, Mill Pond and Wade Lane Footpath

Q12.1) Why doesn't this Scheme extend round to the Mill Pond? Surely there are efficiencies?

A) Options were considered for this frontage as part of the initial outline design stage, which investigated whether demountable defences and Property Flood Resilience for the Old Mill would be suitable, however following further engagement with the landowner these do not form part of the core scheme. Any further investigations of works to the east of the scheme will remain the responsibility of the landowner.

The latest information about the Wade Lane footpath which is separate from this scheme is available here: <https://coastalpartners.org.uk/project/langstone-mill-pond-to-wade-lane-havant-166/>

13) Engagement Ahead

Q13.1) How will you engage with the community going forwards?

A) The project webpages will continue to be used as an information hub at <https://coastalpartners.org.uk/project/langstone-coastal-defence-scheme/>

There is also an eNewsletter for the project. You can join the 5000+ already subscribed here: <https://public.govdelivery.com/accounts/UKEASTSOLENTCP/subscriber/new>

We have a project inbox. If you are a Langstone Resident directly impacted by the Scheme and aren't already in touch with us, please send us an email to Langstone-FCERM@havant.gov.uk to be added to the email circulation list. If you would like to let us know how you would like to be kept informed in the future or have ideas to help share information in future stages please use the project inbox to let us know.

During Summer 2023, we hosted community drop-in sessions covering 'any questions' as well as some 'hot topics'. We're planning on a further round of sessions in 2025, working with local community groups to prepare a schedule which will be advertised when available.

This FAQ has been created using feedback from the community during detailed design.

We understand the community wants to know exactly how it will be affected by the works. This information will start to be developed as part of the Planning Application Environmental Impact Assessment. The community will be able to view, access and comment on the planning application when it is submitted.

Information on the way the Council makes decisions is also available here: [How the Council Makes Decisions | Havant Borough Council \(moderngov.co.uk\)](https://www.moderngov.co.uk/How-the-Council-Makes-Decisions)

14) Construction

Q14.1) When will the works take place?

A) This information is will not be confirmed until the Contractor has been appointed and confirmed their programme for construction.

In the meantime, we have taken early contractor advice for an indicative programme which meets the following aims:

- A spring 2026 construction start for flood defences.
- Two work periods 2026-27 and 2027-28.
- No winter construction works permitted. Construction works are restricted to summer months due to ecological constraints during the winter months (November - March). Protected birds spend the winter in Langstone and Chichester Harbours and the surrounding areas, so we ensure that minimal disturbance occurs to them over winter.
- Allowance for tidal working
- Enabling works such as compound and traffic management.

We will share the draft construction plan within the planning application, providing residents and businesses an idea of the programme ahead.

Q14.2) When will information about compounds and access routes be available?

A) This information is currently being prepared and a proposal will be submitted within the Outline Construction Environmental Management Plan, as submitted with the planning application. The information will be finalised with the Contractor once appointed.

Specific information on the works themselves including methods, working hours, programming, access, traffic management will not be confirmed until a contractor is appointed, as they will set out their plans for construction. The contractor will also provide a final cost for the works so we can determine whether enough funding has been secured to fully complete the project. Once this information is known we will engage with residents and the community in advance of work starting.

15) Costs, Benefits, Funding, Contributions

Q15.1) What is the latest funding picture?

A) At the detailed design exhibition in January 2024, we reported a funding gap of £5.2million. This year we have been working hard to secure further funding and can confirm that the Environment Agency has committed a further £5.2million to the project.

This funding has been secured from Environment Agency Other Government Department (OGD). Through undertaking an updated benefits assessment, we have also identified further eligibility potential for Flood Defence Grant in Aid (FDGiA).

Next Steps

Havant Borough Council can now proceed with finalisation and submission for necessary licences and consents including a Full Planning Application due for submission in early 2025.

Greater funding certainty also enables us to move to the next stage of the scheme and begin the procurement process for a contractor. We aim to do this during the next six months and anticipate the council preparing to award a contract in mid-2025 (subject to planning permission and ongoing project affordability). Work can commence once we've worked with the appointed contractor to discharge any planning conditions and the overwintering bird period has ended. We anticipate this to be Spring 2026.

Until the final scheme costs have been confirmed by the contractor delivering the works, we can't be sure that the funding gap has been fully closed. This is due to inflationary pressures and the potential for amendments to the scheme, which can happen with any construction project of this scale. The project team continues to work hard to manage any project risks, refine the design and explore opportunities for value engineering.