

Langstone Flood and Coastal Erosion Risk Management Option Appraisal Study

Leading Option Exhibition Report



8th and 9th January 2020

working together - protecting our coastline



EASTERN SOLENT | COASTAL PARTNERSHIP

ESCP QC & Approvals

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Contents

1. Introduction	4
1.1. Introduction	4
1.2. Project overview	4
2. Exhibition Events	4
2.1. Overview	4
2.2. Advertising and Publicity	4
2.3. Event Content	6
2.4. Questionnaire	8
3. Next steps	10
Appendix A – Questionnaire results	12
Appendix B – Advertising flyer distributed to residents	31
Appendix C – Exhibition poster boards displayed at the events	32
Appendix D – Photographs taken at the events	33

1. Introduction

This report summarises the public exhibition events, held to share the Langstone Flood and Coastal Erosion Risk Management Option Appraisal Study leading options with Langstone residents and the wider community. The project is being delivered by the Eastern Solent Coastal Partnership (ESCP) on behalf of Havant Borough Council (HBC).

This report provides an overview of the publicity carried out prior to the event and a summary of the feedback received from the attendees.

1.1. Project overview

The Study aims to develop leading coastal defence options for the Langstone frontage, near Havant, as recommended in the Portchester to Emsworth Flood and Coastal Erosion Risk Management (FCERM) Strategy (the Strategy - Environment Agency 2011). The ~1km long Langstone frontage is located on the mainland immediately north of Hayling Island. Both Langstone and Chichester Harbours, abutting the frontage, are sensitive sites, designated environmentally at a local, national and international level.

The coastal defence scheme will aim to reduce flood and coastal erosion risk over the next 50 years to over 100 properties, heritage assets and critical infrastructure including the A3023; the only road crossing to Hayling Island. The existing defences consist of a mixture of concrete walls, concrete block revetments and masonry quay walls. The majority of present defences are in a poor condition and could fail within the next 5 years (without any maintenance) and therefore, without a scheme at Langstone the existing community will continue to be at significant flood risk.

2. Exhibition Events

2.1. Overview

Two public exhibitions were held, one on the 8th January 2020 at Langstone Sailing Club and one on the 9th January 2020 at The Ship Inn. The aim of the events was to re-engage with the community, display and get feedback on the leading options for reducing flood and erosion risk at Langstone.

The venues were selected due to their close proximity to the frontages and previous exhibition events for the Study have been held there. They are easy to find for non-Langstone residents with parking and views across Langstone Harbour and Chichester Harbour.

The event at Langstone Sailing Club ran from 1pm –7pm and was situated upstairs in the Clubhouse. This gave plenty of space and views across the Harbours. Posters and way finding arrows were posted from the car park to help visitors locate the exhibition within the building.

The event at The Ship Inn ran from 11am-4pm and was situated upstairs in the events space. Posters and way finding arrows were posted from the car park to help visitors locate the exhibition within the building.

Across the two days 202 visitors attended the exhibitions, the majority of which were from Langstone.

2.2. Advertising and Publicity

The events were widely advertised to local residents and businesses with a comprehensive leaflet and exhibition booklet drop carried out. The delivery company were asked to deliver to all properties within Langstone, as shown in the area on the map below (Figure 1). However, following feedback at the exhibition it became clear that a small number of properties were not delivered to within the requested area. This was followed up with the delivery company. Properties were missed as access was deemed impractical to these addresses.

As a result of this, in the future the ESCP will request delivery details from the distribution immediately post-delivery, and if it becomes clear that properties have been missed, and it is practical to do so, the ESCP will deliver or email a copy of the information directly to the resident. The ESCP will also follow up the delivery with any resident groups to say that everyone should have received the leaflet/booklet, and that if they haven't, to contact us where one can be provided.

Thankfully on this occasion the exhibitions were well publicised and talked about in the community, so neighbours were able to inform others. All the information was also available electronically, and in paper format at the exhibition events for those who did not receive a copy directly.



Figure 1 | Leaflet distribution area.

The leaflet provided the public with key information about the scheme and the details of the events (*Appendix B*). As well as a leaflet, a copy of the exhibition booklet and questionnaire were delivered, so that if they could not attend, they still had access to the same information. Both the questionnaire and exhibition booklet were also available on the Eastern Solent Coastal Partnership (ESCP) website (<https://www.escp.org.uk/langstone>).

Posters advertising the exhibitions were given to Langstone Sailing Club, The Ship Inn and The Royal Oak to display in the lead up to the events.

In addition, the exhibition events were advertised on the ESCP and Havant Borough Council (HBC) websites, Facebook, Twitter and Instagram. It was also shared by HBC and local forums and pages such as Keep Milton Green, Pook Lane Patch, Havant Neighbourhood News and The Ship Inn. A press release was also sent out which reached local newspapers and websites. Figure 2 shows some of the different media advertising the event.

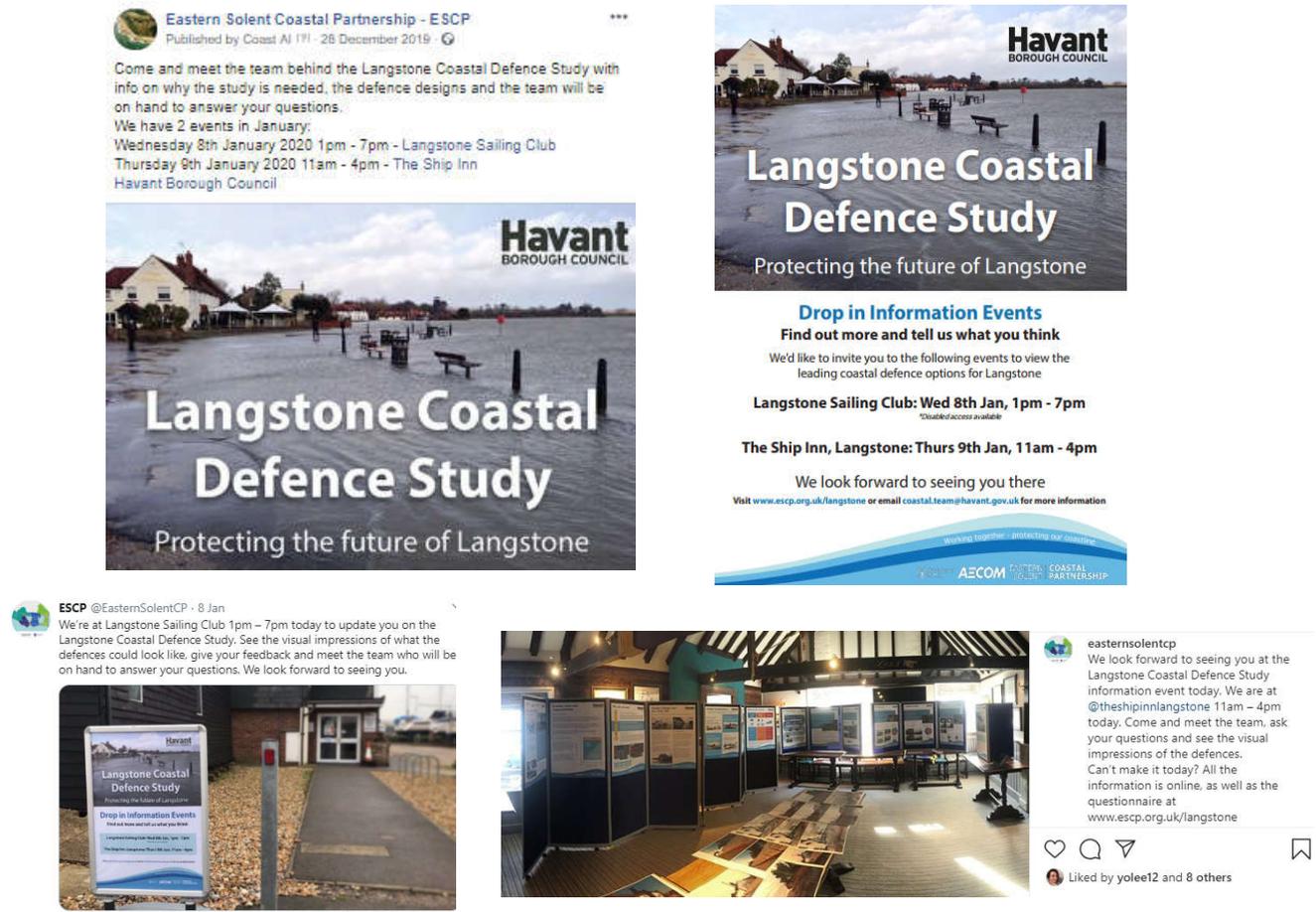


Figure 2 | Poster and example social media advertising the events.

2.3. Event Content

In total, 202 people attended the exhibition events. On arrival, visitors were asked to mark on a map where they came from. The spread of visitors is shown in Figure 3. The maps indicate that most visitors were residents of Langstone and this is supported by the results from the questionnaire.

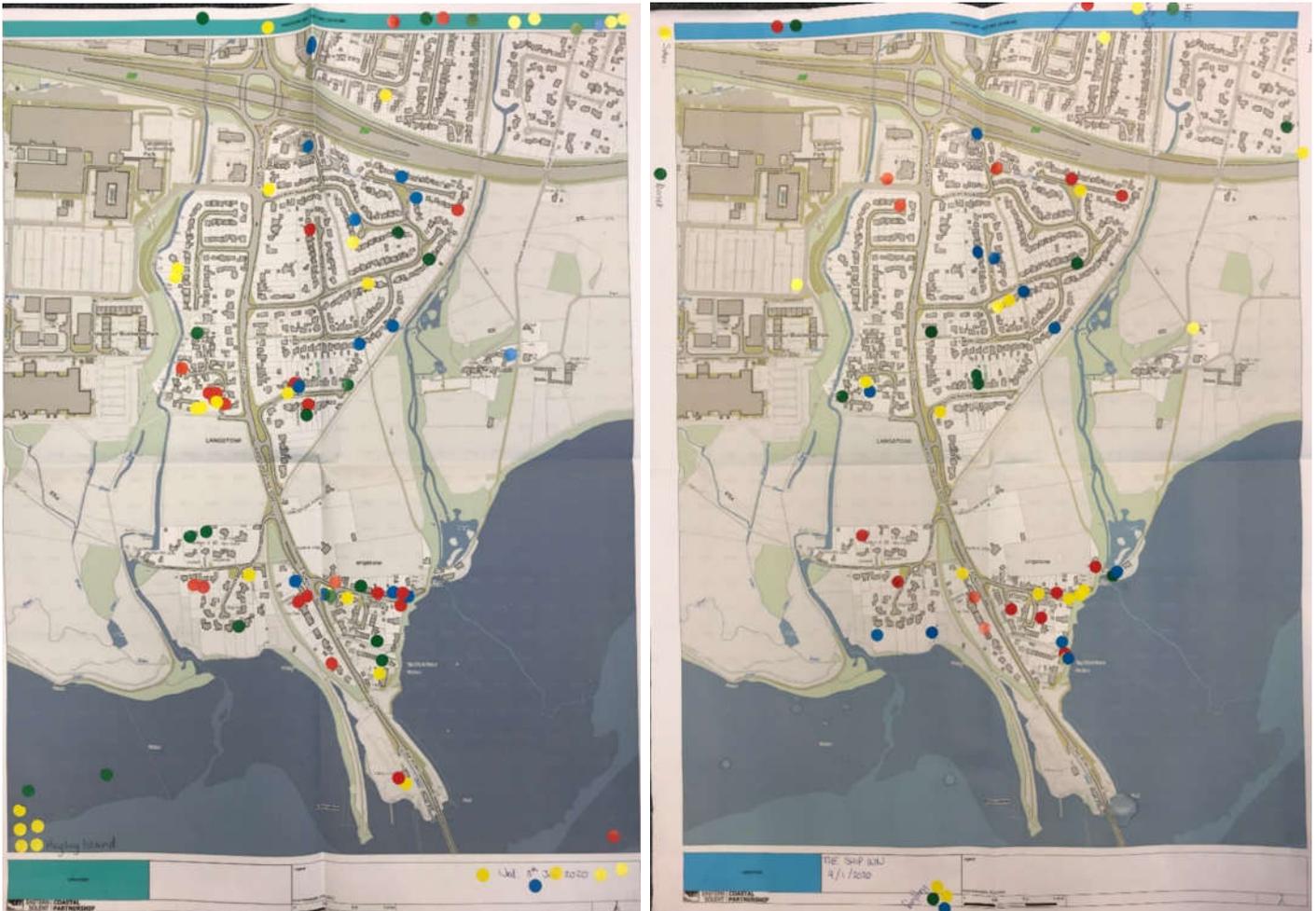


Figure 3 | Distribution of visitors at both events.

The content of the exhibitions was designed to communicate why the scheme is needed, considerations and constraints, and what the leading options are for each frontage of the project through a series of poster boards. Some of the poster boards are detailed below.

- **Coastal responsibilities and funding** which provided information on who is responsible for flood and erosion protection and how scheme get funding,
- **Why are we here**, explaining the background to the study and why it is necessary, looking at the shoreline management plan and the strategy,
- **Environmental considerations** detailing the different designations that need to be considered and what environmental surveys have been undertaken,
- **Our choices** which explained the three overarching choices of do nothing, adaption and do nothing,
- **Story so far** showing the work done to date including consultation events, funding allocation and site surveys,
- **Core scheme** giving an overview of the study frontage as well as potential add-ons to the scheme should additional funding become available,
- **What happens next**, detailing key stages of what the project team will be working on and approximate timescales in the next part of the project.

Examples of the posters used at the event can be seen in *Appendix C*.

The project team (ESCP and consultants AECOM) were on hand to talk people through the leading options and answer questions throughout the events.

A questionnaire and feedback forms were available for visitors to complete on their thoughts about the exhibitions and leading options. 32 Feedback Forms were completed on the day. Feedback showed that 81% of respondents felt that information at the exhibitions helped them better understand the coastal management plans in Langstone and any other potential impacts of the work.

2.4. Questionnaire

A questionnaire was available at the exhibitions, posted through people's doors in Langstone and was also available on the ESCP website. A total of 90 people filled out the questionnaire on the leading options however not all answered all of the questions asked. In summary:

- 76% of 85 respondents felt there was a need for new coastal defences to reduce the risk of tidal flooding and erosion.
- 65% (56 respondents) said they have previously been engaged with by us, or attended one of our previous public events.
- The most supported option was The Ship Inn with 35 out of 89 respondents (39%) answering they fully support it. For comparison, 15 (17%) said they do not support it at all.
- The least supported option was The Royal Oak with 42 out of 84 respondents (50%) answering they do not support it at all. For comparison, 17 (20%) said they fully support it.
- 52% (43) of 82 respondents said they wouldn't contribute financially towards a scheme. However when asked to explain their answer, 18 of these said it depended on the defence option.
- In addition to this, 19 respondents said they were undecided if they would contribute financially. Whereas, 6 said they would contribute £1-£100, 2 said they would contribute £101-£500, 7 said they would contribute £301-£1000 and 5 said they would contribute £1000+.

The questionnaire was difficult to analyse given the amount of open text questions. The majority of responses were via the paper questionnaire format as well, which meant these had to be manually inputted before being analysed. However, there were some clear common themes throughout the responses.

The top 6 relate to:

- **Option selection**, 72 mentions. This relates to the leading options were chosen and what other options could be considered.
 - *"Rebuild walls and footpath to new specification. Path can flood. No timber boardwalk".*
 - *"Possibly raising ground level would achieve some end and maintain better access for visitor / leisure users."*
 - *"All that is necessary is a sea defence in the sea: a breakwater in the sea."*
- **Support**, 33 mentions. This relates to support for a specific option or the scheme in general.
 - *"seems to be the cheapest and least intrusive option"*
 - *"Thank you for this work you are doing to protect the environment, those travelling through, living in and visiting this area - may you have success with this scheme".*
 - *"A good natural solution."*

- **Historic/character importance**, 32 mentions. This includes mentions about the historical importance and character of Langstone.
 - o *“Proposed wall is too high and ruins historical look of area”.*
 - o *“Defences are obviously necessary for the future, but I feel that the view and character of the area would be diminished by a solid stone wall.”*
 - o *“The village is of historic importance mentioned in 1974 dedicated to the Revd. John Hoadley, Chancellor of the Diocese of Winchester.”*
- **Maintenance**, 32 mentions. This includes continuing with maintenance of the existing defences or maintenance of new defences.
 - o *“Protection and repairs to existing sea defence”.*
 - o *“Any embankment would need to be sustainable over time - there would need to be a robust maintenance schedule”*
 - o *“Just to maintain the wall that's there as it is.”*
- **Strategic approach**, 27 mentions. This includes taking a more strategic/holistic approach by looking at the surrounding villages and harbours as a whole to see whether a harbour wide solution could be found.
 - o *“Implement a plan to safeguard the whole shoreline of both Langstone and Chichester Harbours”.*
 - o *“Design a scheme by protect the entire harbour area as one unified approach (including Emsworth, Bosham, Fishbourne, Thorney, Hayling etc).”*
 - o *“A unified plan for the whole of Langstone & Chichester Harbours.”*
- **Views**, 25 mentions. This includes comments about the views across the harbour, water and views from the pub.
 - o *“any raised wall which impeded views from the cottages and Royal Oak would NOT be acceptable”*
 - o *“That views to the water be maintained.”*
 - o *“I don't see that the height of wall you are proposing will impact views.”*

These common themes emphasise the challenge the project team face with balancing all considerations when developing a coastal flood and erosion scheme within the historic and environmentally important area of Langstone.

Langstone West

The Langstone West frontage was the most evenly split in terms of support. 43% of respondents either fully supported (29%) or partially supported (14%) the leading options, whereas 35% either partially did not support (17%) or fully support (18%) the leading options.

Comments focused on the area of Mill Lane and Harbourside and the request that they should be included in the project, the use of the spit and protecting it and options such as reinstating the Billy Line were suggested.

The Ship Inn

The most supported option was The Ship Inn frontage with 39% of the respondents answering that they fully support it and 23% said they partially support it. For comparison, 10% partially did not support it and 17% said they do not support it at all.

Comments largely surround how durable the glass topped flood wall would be, maintenance, the importance of being sympathetic to the surrounding area and support of the flip up flood wall.

Langstone Village

49% of respondents said they either fully support (31%) or partially support (18%) the leading options for the Langstone Village frontage. However, 39% of respondents said that they either partially do not support (9%) or fully do not support (30%) the options.

The comments focused on the look and design of the boardwalk, maintenance and whether the existing defences could be repaired and left as is.

The Royal Oak

The least supported options were along The Royal Oak frontage where 50% of respondents do not support it at all and 10% partially do not support it. However, 20% of respondents fully supported it and 13% partially supported it.

It seems that this is due to a number of reasons including, the height of the wall blocking views across the harbour, the look of the wall impacting the character of the area and less space available in front of the pub. There were far less comments relating to the flood gates, so it seems that this part of the proposal was less opposed.

The questionnaire responses are available in *Appendix A* along with a selection of comments.



Figure 4 | Word cloud showing the most common words in the questionnaire responses.

3. Next Steps

This exhibition report will be circulated to the project board, the steering group, the Langstone Key Stakeholder Working group and HBC communications officers. The report will also be made available to the public via the ESCP website.

Feedback from the public events and results of the questionnaires has been very mixed, with it being clear that further engagement with the public is required in order to find an agreeable way forward. Due to the widely differing opinions highlighted in the questionnaire reports, it is likely that there will have to

be some compromise in order to balance the important character and heritage of Langstone with flood and erosion protection and environmental designations.

The project team met with representatives from the Langstone SOS Group at the end of January to discuss their points of view, concerns and find a way forward. The meeting was positive, with a key action to set up a collaborative community stakeholder workshop. A collaborative workshop was held on the 9th of March, designed to provide an opportunity to revisit and discuss the drivers for a scheme and to explore the coastal defence options for Langstone as a community.

More detail about this workshop is available in the associated Workshop Report. This will also be made available on the ESCP project web pages.

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

It is extremely important to the ESCP that the community at Langstone feel they have had a chance to give their thoughts on and shape the options and it is hoped that a scheme will come forward that is acceptable to the majority of residents.

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

Appendix A – Questionnaire results

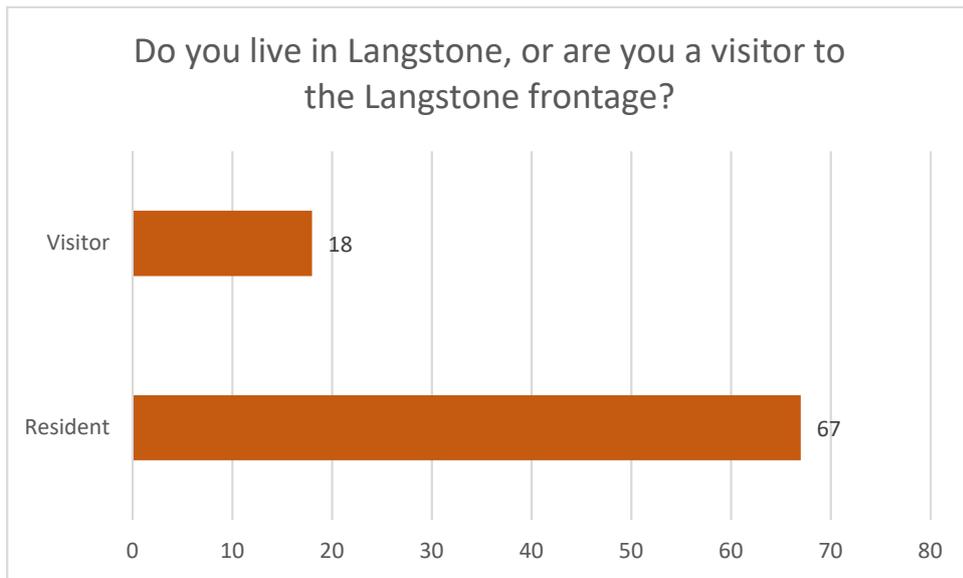


Chart 1 | Responses to question 1

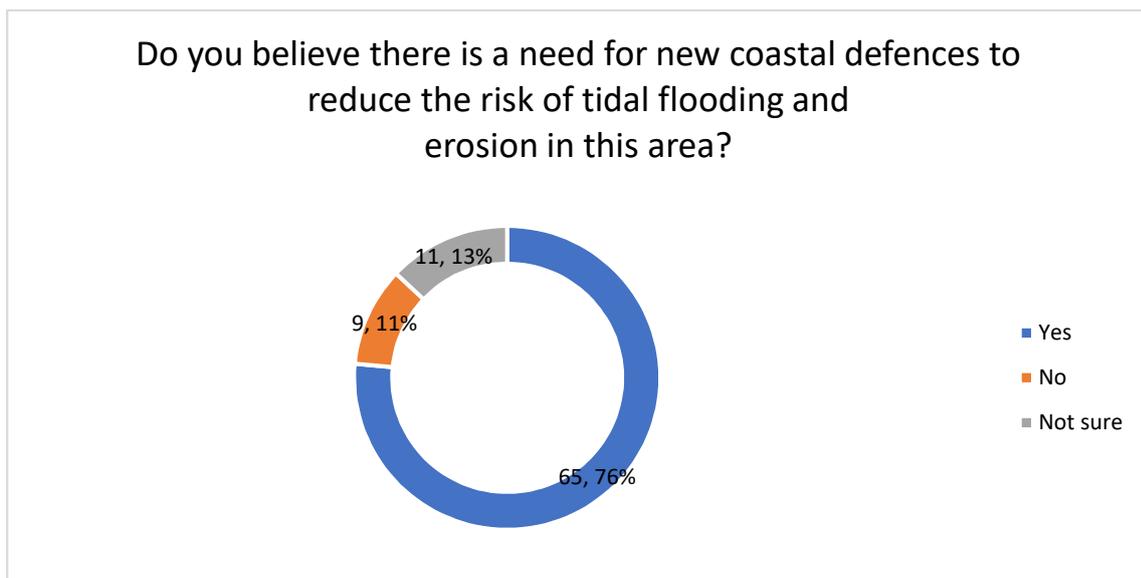


Chart 2 | Responses to question 2

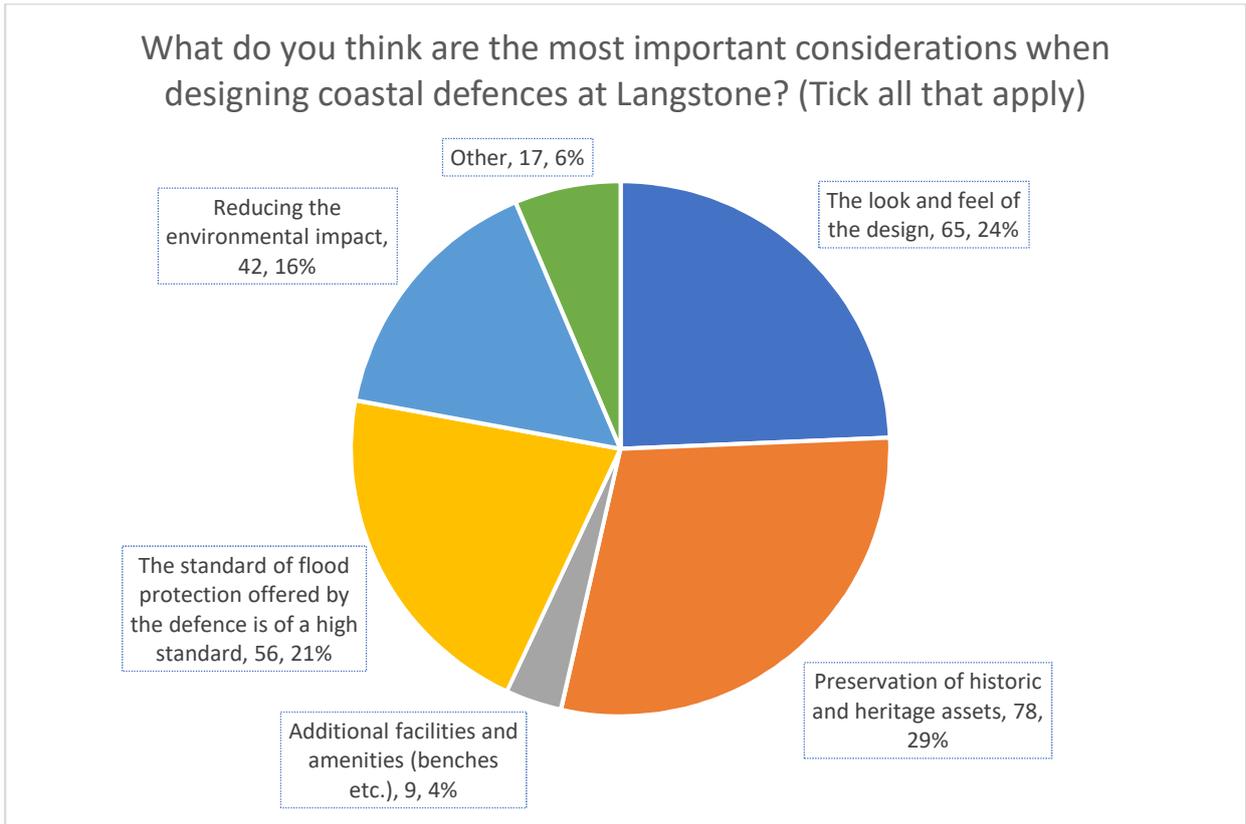


Chart 3 | Response to question 3

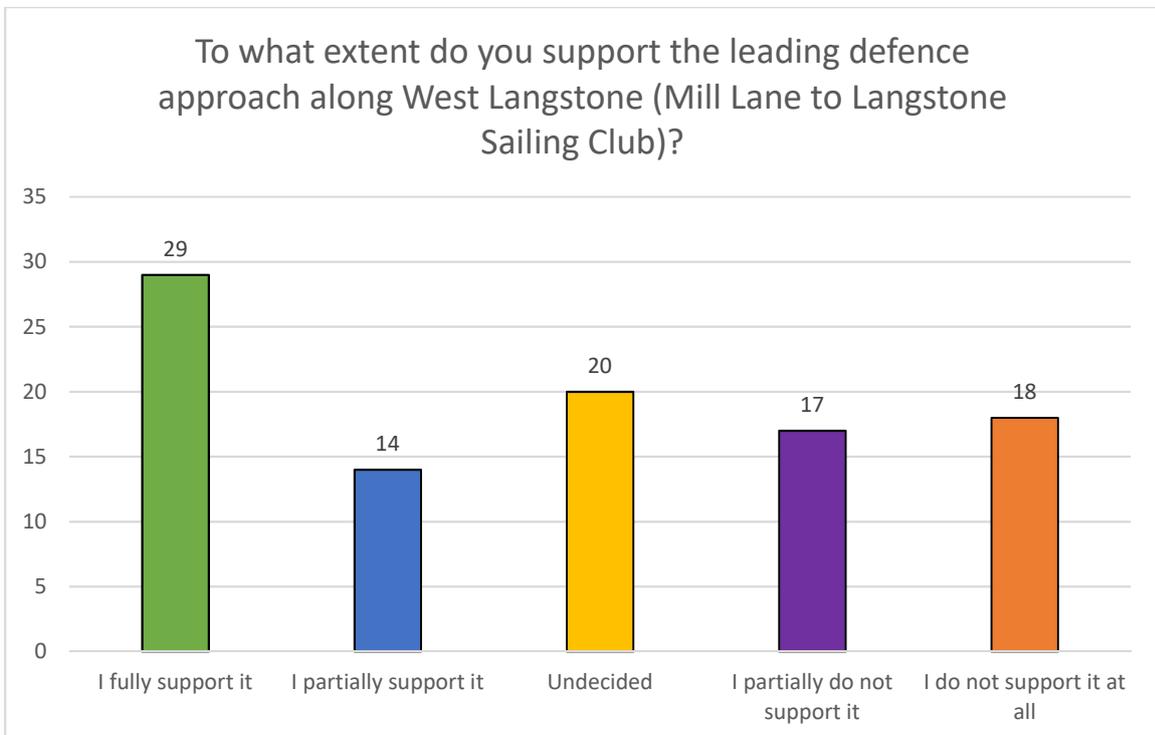


Chart 4 | Response to question 4

Selection of comments for 'please explain your answer':

Protects Residents and the Hayling Road against flooding and erosion, less environmental impact and less visual impact.
My house will eventually flood without it.
Concerned about water displacement as rising tide hits the barriers.
It seems a reasonable solution.
Implement a plan to safeguard the whole shoreline of both Langstone & Chichester Harbours and maintain existing defences in current form.
Not so interested in this part
I support the use of the embankment but feel that mill lane needs protecting too
The earth embankment seems to be the cheapest and least intrusive option.
Don't understand options
It does not claim to be a solution
Any embankment would need to be sustainable over time - there would need to be a robust maintenance schedule
Houses on this side were built approx 30 years ago. The situation was fully understood.
A good natural solution.
Would like to have the spit at the Sailing Club rebuilt.
If the tides are going to be as high as predicted it will not work.
A better solution is sea defences.
The spit is not included in this proposal so not acceptable. It hasn't been discussed with other members of 'Harbourside'!
I would prefer existing wall to be maintained and worried about losing the spit.
We residents prefer it to be left alone.
I think it will still allow the area to flood via the Mill Stream at West Mill.
What else do you think is important for us to consider along this section?
Disabled access.
No views are spoilt.
The erosion of the railway spit is exposing the Sailing Club to some extreme conditions. Either the end of the spit is rebuilt with gabions to break the waves, or the defences of the Sailing Club will need to be substantially re-enforced. Again this work would not be costly if undertaken with the h
Mill Lane is currently not protected
Residents input
Flood Gates - EA Design
Public access
We need to also solve the collapse in sea wall along Southmoor.
Rebuild the spit as it was in the 80's
Leave it alone, anything you do will either be defective, or shift it further up the coast.
Impact on an area of outstanding natural beauty (all choices are ugly).
How long will the work take? Where will all the work vehicles be parked? When are you going to consult (or include in consultations), the rest of Harbourside residents?
The spit is a natural defence, new defences will be harder hit without it.
Circumventing collateral damage to existing defences/shoreline.
For this to be a viable proposal it MUST include Harbourside, Mill Lane and Southmoor Nature Reserve.

Keeping the stone pathways
'Cheap and less intrusive option' - No guarantee is given that in the longer term this consideration merits spending less only to make it less intrusive.
Consideration to be sympathetic to surround area with any new designs planned
Just to maintain the wall that's there as it is.
As it is only has a projected effective life of approx' 50 years a more inclusive and drastic view should be considered.
The minimum cost solution - reinforce access to the bridge - so that Hayling Island remains a viable community.
Spit not protected and eroding fast. Currently protects area from west.
I support putting boulders in place to defend the spit.
Unified solutions are required - not piecemeal plans. A tidal barrages (with green energy generation) should be implemented across both harbour entrances.
The repair of existing pavements. The views of those directly affected.
Retaining and reinforcing The SPIT is VITAL
The ambiance and aesthetics of the final scheme.
if possible make path wider so it allows for walkers and cyclist to pass easily.
We think the frontage of the Mill Lane residents should also be included as a longterm approach.
Restoration of the former railway embankment is obvious.
Prevailing Southwesterly wind and risk of flooding via west Mill and through field to the West.
All that is necessary is a sea defence in the sea: a breakwater in the sea.
Design a scheme by protect the entire harbour area as one unified approach (including Emsworth, Bosham, Fishbourne, Thorney, Hayling etc).
It appears to be the simplest, most effective and visually attractive solution requiring little ongoing maintenance.
Prevailing SW winds destroying railway embankment which shelters sailing club

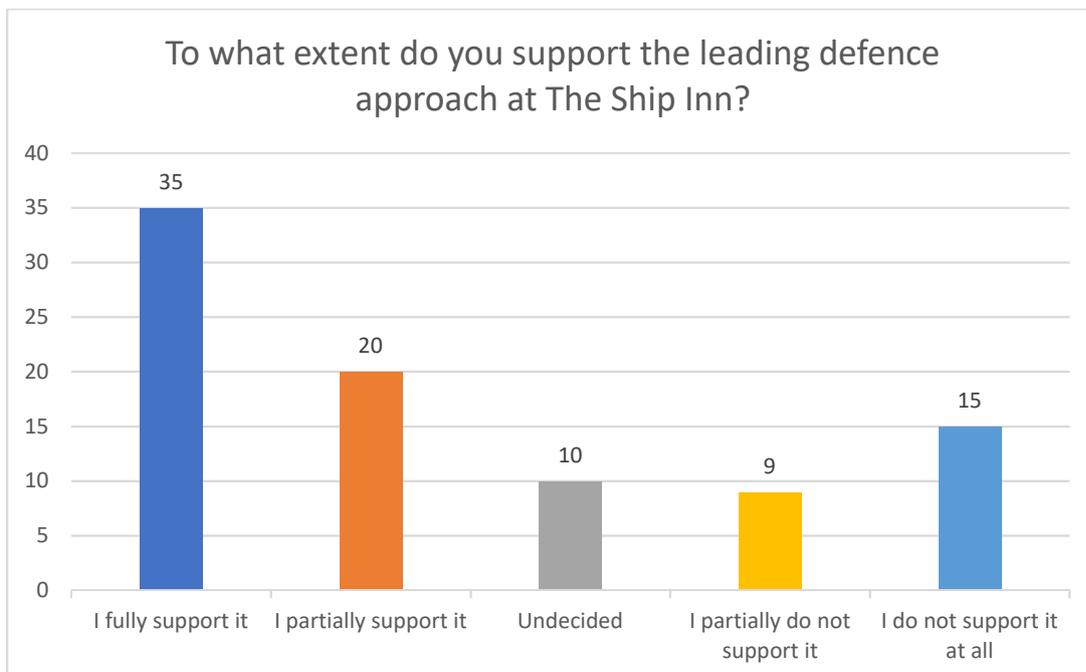


Chart 5 | Response to question 5

Selection of comments for 'please explain your answer':

Protects Residents and Area, less environmental impact than some proposals - but at the sacrifice of some visual impact - but surely better some sacrifice than loss?
i realise its important to protect views from the pub
The mock up picture does not show what it would look like from the Ship looking out to sea.
The glass-topped wall will allow Ship customers to continue to enjoy the view and the flip-up flood floodwall seems unobtrusive.
The refaced coastal wall of the Ship looks good. It should be paid for by the Brewery.It is their wall.
Glass-topped floodwall will protect the building and surrounding areas, whilst still allowing pub customers and visitors to enjoy the view
the appearance is virtually unaffected which is good
The flip up flood wall is the least intrusive option and does not detract from the character of the area.
A glass-topped wall would be visually acceptable and the pop up flood wall would be less intrusive until called into play.
This is an amenity area where children play and fish at high tide.
Maintain current look and feel for the area.
Not in keeping, water will go round it.
It will not work - the sea cannot be controlled - we have to learn to live with it,
How long will it take? Where will all the work vehicles and equipment be parked? What about the 'business' of the pub(s) in the meantime?
It is heritage and an asset that should be protected.
Possibly raising ground level would achieve some end and maintain better access for visitor / leisure users.
This chance may not come along again anytime soon.
Not needed for the reason, a 1 in 200 year risk is too low for the cost, disruption and ruination of an historical village.
The leading option sounds 'very nice' but only suggests it suits the heritage, environmental and social grounds - WHAT IS MEANT BY 'SOCIAL GROUNDS'?

What else do you think is important for us to consider along this section?

Disabled access. Also concern should the barrier need maintenance when required.
The quality of the materials used
Input from community
I would like to know who would be responsible for working the pop up wall
Traffic access from/to A3023.
Leave it alone.
We have to be practical - and learn how to live with it, as previous inhabitants have.
The long term upheaval for all residents and visitors to Langstone.
Concern about durability of glass panels i.e. rust, grime, etc on glass panels - needs to be cleaned regularly.
Get rid of the horrible fence at the side of the pathway. Keep the flagstones intact.
What continued maintenance of the quay wall around the car park. To my knowledge no maintenance has been undertaken for as long as I can remember!
The view from the ship should not be hidden so sympathetic design essential
The beauty of our area.
Again a more comprehensive and innovative projection is required. This would probably have to be at National or even European level.

The minimum cost solution - reinforce access to the bridge - so that Hayling Island remains a viable community.
How would you ensure that a glass screen was kept clean and maintained?
Unified solutions are required - not piecemeal plans. A tidal barrages (with green energy generation) should be implemented across both harbour entrances.
The junction of the flip up defence and the land between the bridge approach, the road and the car park needs dealing with.
Visual appearance
The ambiance and aesthetics of the final scheme.
Maintain access to Langstone Quay.
Think big, like the Dutch.
Something that preserves the natural habitat.
View of S.O.S.

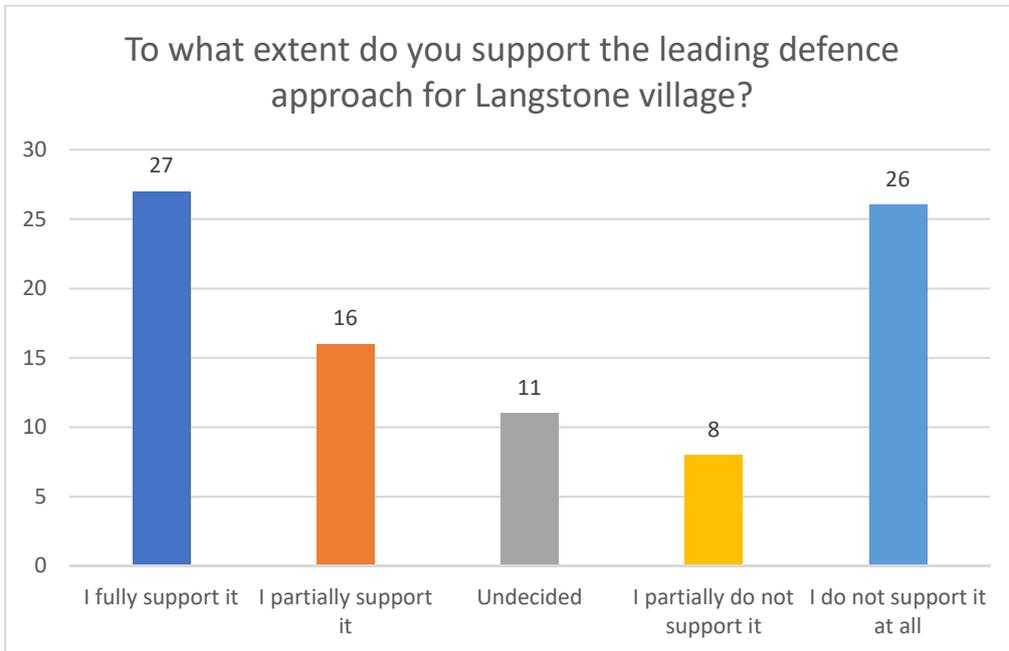


Chart 6 | Response to question 6

Selection of comments for 'please explain your answer':

Protects Residents and the Hayling Road against flooding and erosion, has less environmental impact, but again at the sacrifice of some visual impact.
i am aware of the poor state of the path and realise this needs replacing in some way.
The views down Langstone High Street will be ruined.
I like the idea of a boardwalk and the reinforced floodwall adjacent to properties seems a reasonable solution.
The raised walkway is a sympathetic and practical resolution.
Fully support the boardwalk, but concerned at proposed use of wood for construction. Existing defences will need to be reinforced/replaced even under the boardwalk option.
I agree that the entrance to the cottages needs some kind of flood gate as it is currently open The existing wall being maintained seems a good option to me I do not like the board walk and fencing

The 'leading option' will destroy the open character of the area, the existing defences should be maintained and not just dismissed.
I don't think it will work. Experts need to weight in as well as members of village.
I would favour the set back / broadwalk solution.
To my personal knowledge of 60 years a combination of tide height wind direction and air pressure can cause the village high street to flood. Hence the door blocks in the houses.
Seems to just strengthen existing walls. Similar height walls. I like the boardwalk.
It looks ugly, views will be lost, when rough waves will go over the top.
Boardwalks and barriers are impractical and ugly. Us as residents know, that when we get occasional flooding
A floodgate will provide reduced risk to the properties.
A better solution is sea defences.
Are there any other options other than high wall which totally destroys the character of the village?
There maybe a few modifications necessary - I am not an engineer, so I take on board necessary work. Cornwall has had walls for centuries - tourists flock there.
Rebuild walls and footpath to new specification. Path can flood. No timber boardwalk.

What else do you think is important for us to consider along this section?

Disabled access.
By combining 'softer' flood defences to protect individual properties with the proposed scheme surely the height of these walls can be reduced somewhat?? There are new devices that can be applied to doorways, vents etc to protect homes on the rare occurrence of a very high tide - I say this as t
Whether the residents want it. They are the most important stakeholders.
Flood Resilience!
The Residents, a 100 year solution, design, challenging antiquated laws, look at Househole's Harbour, look at Italian Harbours - their defences work.
Repairing the wall.
We avoid the foreshore for a few hours - until the tide recedes - those few properties who are at risk have floodboards - and understand their risk - they don't want a permanent big wall, ruining their view, wrecking the business of the Oak and the Ship and destroying the character of Langstone. - A
Surely you can come up with something more imaginative that doesn't feel like a prison wall.
(1) Are Insurance Claims still available, if house owners have rejected reasonable flood defence measures? (2) Eventual Evacuation - implications for the A3023 and availability to find somewhere to 'transplant' a village nearby?
Timber boarding/railings not appropriate. Maintenance nightmare, slippery etc.
If introducing a flood gate system at the bottom of the road it must be removable when not being used. Views should not be inhibited. Take into consideration the scenic surrounding area
To maintain the "small, self conscious, impeccably preserved hamlet with an intricate relationship between tidal water and buildings." From "Old Langstone" by John Morley.
More comprehensive solution required.
The minimum cost solution - reinforce access to the bridge - so that Hayling Island remains a viable community.
The existing wall would be better replaced leaving the existing footpath and the lower wall replaced.
More comprehensive solution to manage storm surges across the whole harbour.
The owner of the flint wall belonging to Langstone House must be listened to. The wall is an important part of our heritage and was built in 3 sections and of a rare variety of brick & stone. It should not be concealed behind another wall.

Unified solutions are required - not piecemeal plans. A tidal barrages (with green energy generation) should be implemented across both harbour entrances.
The boardwalk adds nothing useful
The beauty to not be lost.
Plans of ongoing maintenance and repair.
The ambiance and aesthetics of the final scheme.
Does not matter if path floods at high springtide.
Safety and access.
Breakwater in the sea.
Something that preserves the natural habitat.
I am unsure how resilient the boardwalk will be and how it will link to the section defending The Ship.
View of S.O.S.

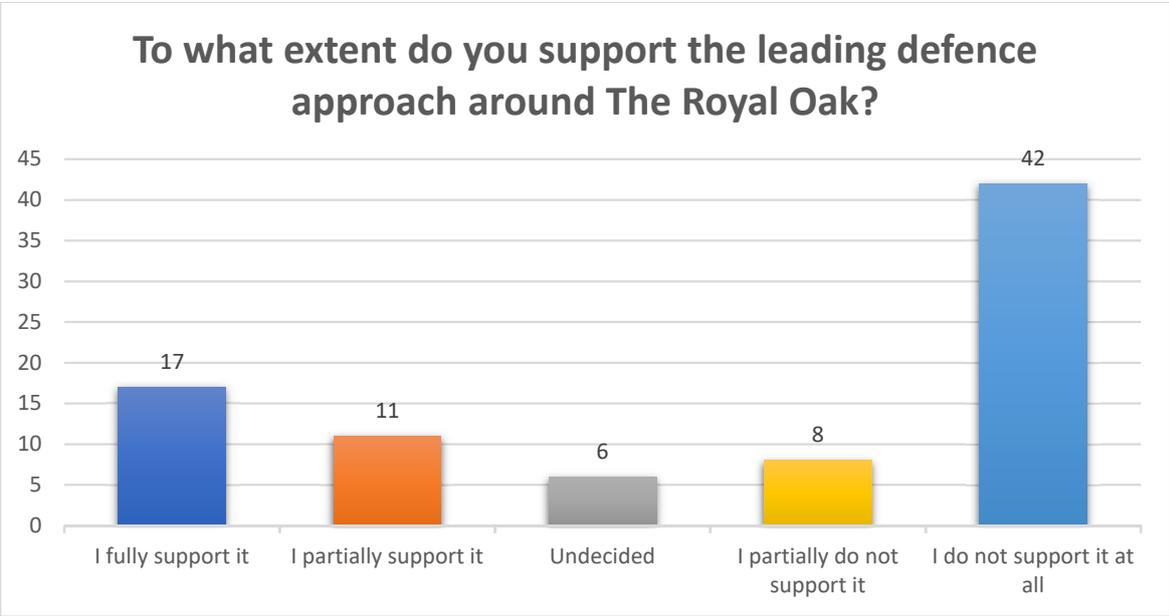


Chart 7 | Response to question 7

Selection of comments for ‘please explain your answer’:

It is a disastrous solution that is being railroaded through against residents' wishes. It is visually unattractive, ruining a historic and iconic view; it blocks light, views and access to the pub and houses affected. In addition it is potentially dangerous as people are likely to sit or stand on it with the risk of serious injury if they fall onto the foreshore
Protects residents and the Royal Oak area against flooding and erosion, less environmental impact but with at the sacrifice of some visual impact.
The boardwalk & wall outside The Ship are a reasonable solution. The wall in front of The Oak - too high and too close to the properties creating effectively a tunnel.- an argument should be strenuously made to relevant parties to emphasise the fact that the ground in front of the existing wall is of low quality environmentally - only used as an access route for vehicles customers at the pub and walkers - there is little wildlife present in this section. By increasing the width of the 'quay' outside the pub a positive community space can be created that protects the neighbouring properties and the unique

aesthetics of this historic area. In fact, the construction of the boardwalk will have more of an impact on adjacent salt marsh that supports feeding seabirds than any construction in front of The Oak.
Floodgates at the bottom of Langstone High St are of dubious benefit. Having been in Langstone for 40 years the impression of local residents is that the frequency of flooding in the High St is less than it used to be in the past. Residents should be responsible for protecting their own properties. The frontline floodwall outside the Royal Oak would be unacceptable.
It is ugly.
I am concerned about the height and look of the floodwall as it risks spoiling what is one of the most popular spots in the area for both residents and visitors.
This is a historic and unique waterfront frontage that has faced the ravages for Centuries. Its integrity could be ruined by a thoughtless design.
I support the provision of a floodwall with floodgates. Having lived on the quay ([REDACTED]) for over 30 years, I do not believe that reinforcement/replacement of the existing defences will ever adequately provide full protection of the properties. They have no foundations and their long-term future is dependent upon being protected from the water. Even the reinforcement/replacement of the current quay will offer only very short-term protection. However, I am unhappy about the current design option for the floodwall as this will have an adverse impact not only on the outlook from the properties but also on the beauty of Langstone's heritage coastline. A glass-topped floodwall along the quay (along the same lines as that proposed for the Ship Inn) would be a far more acceptable option. It would allow the properties to maintain their views and also would have far less visual impact on the conservation area than a full-height solid wall. The height of the floodwall should be no higher than absolutely necessary.
A wall in front of the Royal Oak will close it down in my opinion. The setting is what is so magical about it. The openness, the opportunity for families to come and children and dogs to be on the shore whilst parents sit on the path/wall edge are important to keep.
The 'leading option' will destroy the open character of the area, the existing defences should be maintained and not just dismissed.
I don't want a huge wall in front but something that will last a while.
I would favour floodgates as the danger (tide, pressure, wind direction) are knowable in advance - the gates would potentially prevent the properties flooding. I am less concerned by a wall in front of the Royal Oak.
The Oak has always flooded (see photos)
The new wall is too close to the Royal Oak. Create patio area in front of the Royal Oak for customers.
I have some concern about the public engagement in the area if the wall is too high.
What about public footpath access? I use a wheelchair / scooter to do that walk at the moment, will I still be able to do this?
I value the views and the access to the 'hard'.
USE OF GLASS TOPPED OR INFILL (Scribe note: word illegible - sentence would suggest 'glazed porthole through structure') IN SEA WALL WOULD ALLOW VIEWS FROM ROYAL OAK WINDOWS.
See my comments about Cornwall (Cornwall has had walls for centuries - tourists flock there). The Royal Oak's cellar will be drier, they can remain open during storms and offer shelter to motorists / cyclists. It is essential for the preservation of the pub & village life.
I am happy about a wall in front of the pub. Perhaps widen the path.

What else do you think is important for us to consider along this section?

Actually listening to residents rather than paying lip service to consultation
What is best for the Residents and Area

The footpath and the view from the Royal Oak are amenities enjoyed by thousands of local residents and visitors. The loss of these would be catastrophic.
This is an area of outstanding beauty that will now be obscured by man made objects. And it looks absolutely stupid.
The height of the wall and the proposed materials - a wall with a glass top, as proposed for The Ship, would seem a much more suitable option.
Design and height of the floodwall. Preservation of the ability of home owners and visitors to enjoy the views.
There should be no wall built around the Royal Oak or any of the other existing structures!
Fighting bureaucracy + laws, raising funds for right solution looking at other situations in UK & Europe that work.
It is important to retain access to the visual amenity of the Royal Oak frontage, an additional wall would be terrible!
Amenity and appearance. This is an historic recreation area for the whole Borough.
Moving the new sea wall further south reduces the visual impact of the wall on the view of the Royal Oak.
Rather than a brick wall, what are the alternatives?
Another issue is the Mill and its wall bordering the pond & footpath ending at Wade Lane - A very popular walk which attracts many visitors. The wall is struggling to keep the pond in check and survive choppy sea which mount and flood the path. I realise there have been discussions with the Mill ow
Rebuild walls north of the pub, together with the footpath. Gate alongside to the pub.
Stopping erosion of footpath.
If a wall has to be built then widen the existing path to allow outside seating.
Best option for flood prevention.
Take the views of residents only. Council has no place in this.
A lower wall or another alternative.
As before do not block the view from the pub. Many visitors come to enjoy the area. If an extension to the current wall is being built, it should not block the pub. If it could be incorporated as additional seating - removable panel -glass fronted -something suitable can be designed.
The Royal Oak is a community pub local residents can meet and this replaces the lack of a village hall.
Mend what's there. The rare Easterly Gale.
A much more comprehensive approach to the flooding along the coast of UK is required and is not only a local area problem. Must be dealt with Nationally and Internationally.
The minimum cost solution - reinforce access to the bridge - so that Hayling Island remains a viable community.
Maintenance of the environment.
The need to stop relying on a piecemeal, fragmented scheme or poor design that is bound to FAIL!
Ensure the North end into the fields stops ingress through the "Back door".
More comprehensive solution to manage storm surges across the whole harbour.
Unified solutions are required - not piecemeal plans. A tidal barrages (with green energy generation) should be implemented across both harbour entrances.
The future of the mill. While it is in private hands, it is a major landscape feature and much loved and the mill property protects the nature reserve with its major concentration of egrets.
Repair to path between Millpond and Mill (currently badly eroded).
Earth embankment to North seems a nonsense
Pubs are closing all over the country, GB Govt is giving some funding to try and stop this. HBC's scheme will close the Royal Oak.

Flood gate across end of High Street.
Useability of Quay. Engineer Flood Defence on building fronts.
ANY EFFECTS THIS MAY HAVE ON THE MILL
Retaining the View and Residents access.
Breakwater in the sea.
Something that preserves the natural habitat.
I understand the need for a floodgate at the end of the High Street but would hope it would be more visually pleasing than the example pictured in the brochure..
Defences are obviously necessary for the future, but I feel that the view and character of the area would be diminished by a solid stone wall. Perhaps one which includes gaps for flood defences to be erected when required.
View of S.O.S.
Visual aspects are most important here. A flood proof gate is of course required to seal off the main high street and footpaths from the beach.

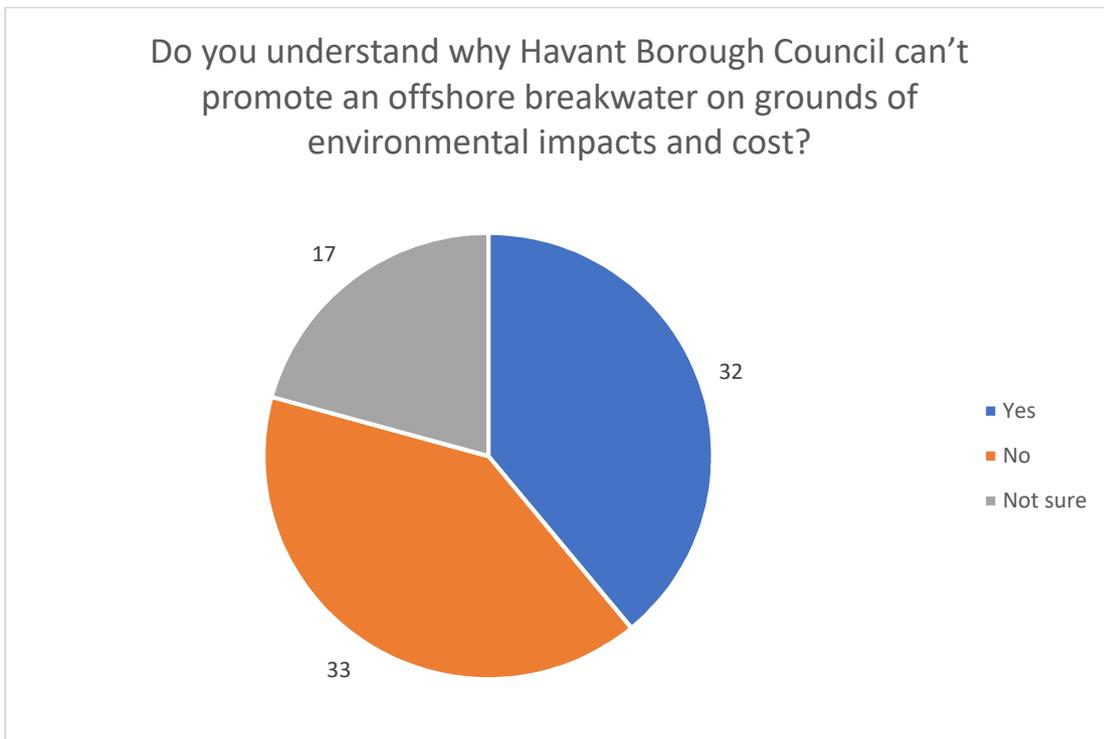


Chart 8 | Response to question 8

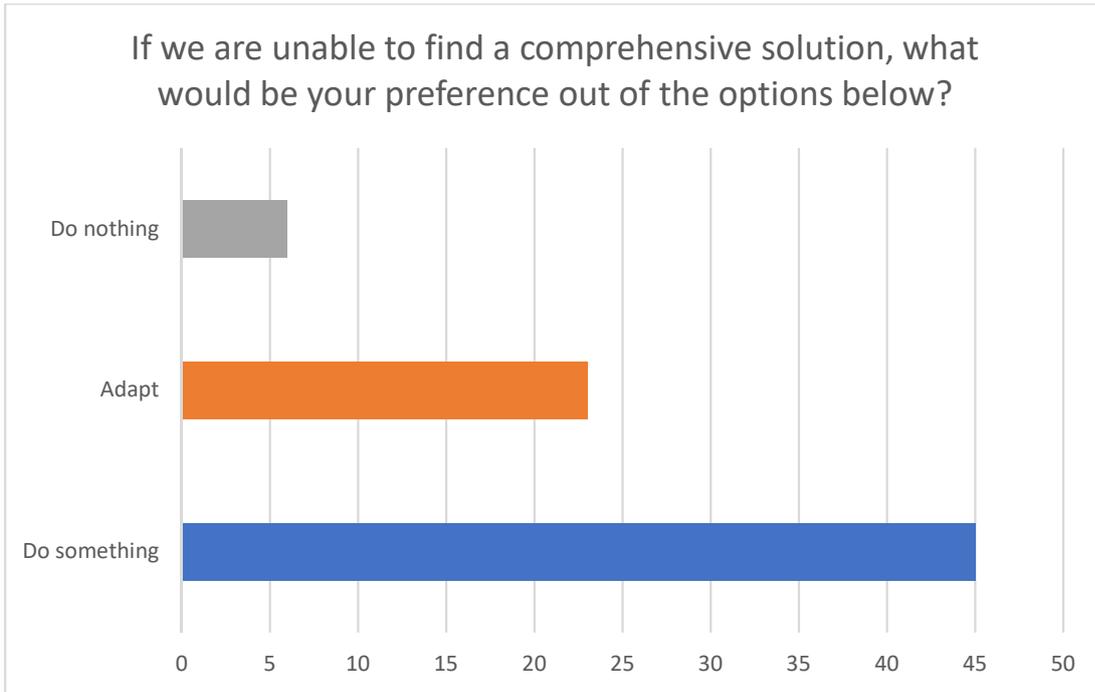


Chart 9 | Response to question 9

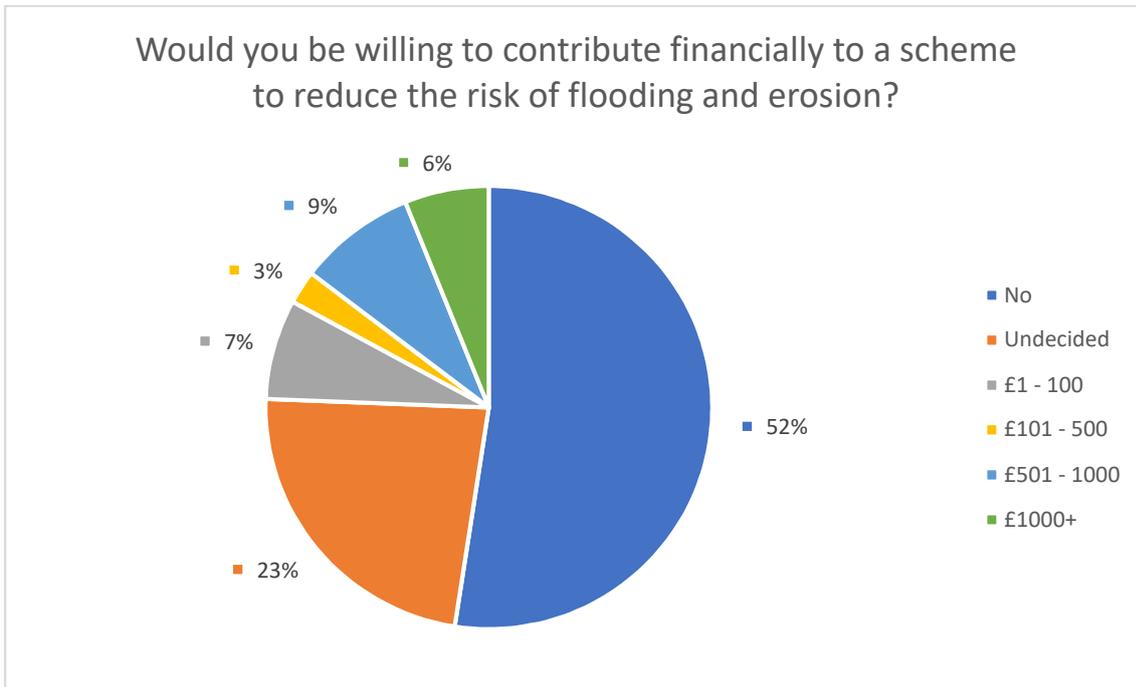


Chart 10 | Response to question 10

Selection of comments to 'please explain your answer'.

Yes if it was a solution that met our needs
If I was visiting or living in area, making use of area (if only visually) - then surely I should make some contribution? But against this is issue of different people have different amounts of finance available (especially with uncertainty down to 'Brexit') - so difficult to know how much to ident
I already do. It's called tax.
The schemes protecting the west beach could be managed and undertaken by community groups under the direction of appropriate authority.
I believe that public authorities have responsibility for identifying the finance necessary to protect this conservation area. Individual property owners and members of the local community are already investing time and money in flood prevention and protection (including supporting the local FloodW
it depends what is being suggested
Considering the level of income tax, council tax, the fact that we have reduced amenity services we already pay enough.
Would consider contribution towards a solution one can wholeheartedly support
Yes, but only for a scheme of which I approve. No blank cheque!
Yes but need to include solution for Southmoor sea wall as well.
DEFINITELY NOT
Yes if it was a scheme I felt was effective
Not for your currently proposed scheme. Maybe for a more sensible and acceptable scheme.
I would be happy to contribute substantially to a wall on my property.
I feel it should come from taxation or aggregate tax. Not from more housing, bubbles burst!
Yes if agreed solution with directly impacted residents was arrived at.
I am not directly impacted by flooding.
Doing nothing is not a solution.
It is a waste of money, period, use for East coast defences.
Not until Mill Lane, Harbourside and Southmoor are included in defence plan.
Unless the leading options currently being promoted are reconsidered with the input of the residents of Langstone / SOS - NO!
I cannot afford any more!
My present home is quite free of the incoming tide and stays dry due to works I have previously carried out, at some expense.
In theory, Yes and would of course contribute to local land raising events. However, I would contribute financially only to those elements of the scheme which I was convinced by.
My property is not at risk and I give £1000 each year to various charities and can't really afford to give any more away. The LVA and LRA could make modest contributions.
I feel that the local Residents Associations could make modest contributions. My pension already provides £507 into charitable causes.
This should of course be fully funded by government - Damn stupid question. What damn fools would suggest otherwise?! People living in Langstone should be aware of the existing risks, and fund their own household flood prevention accordingly. This is not a new issue.
This is a total waste of money which is very badly needed for schools, doctors, hospitals, everything.

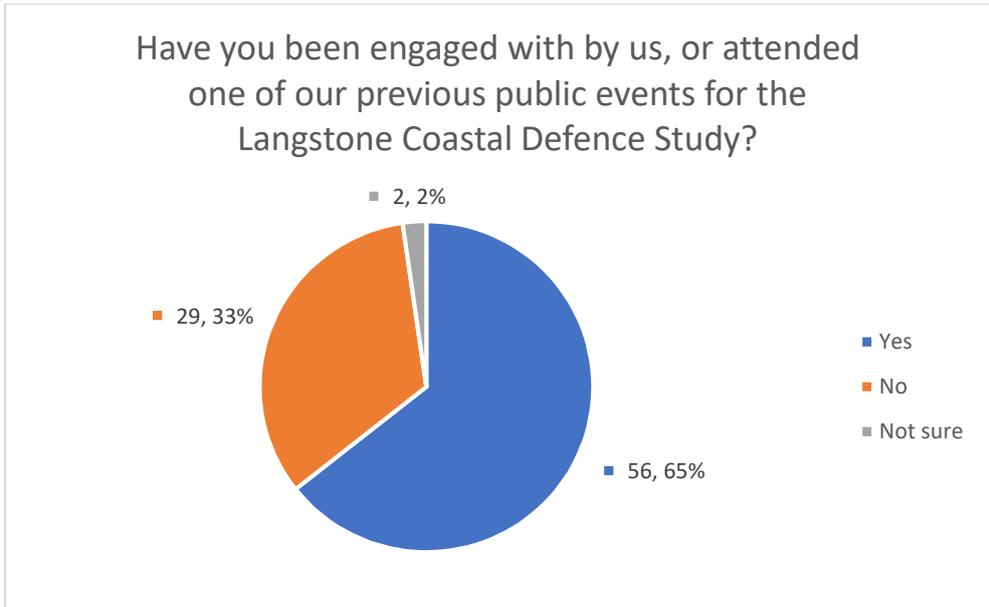


Chart 11 | Response to question 11

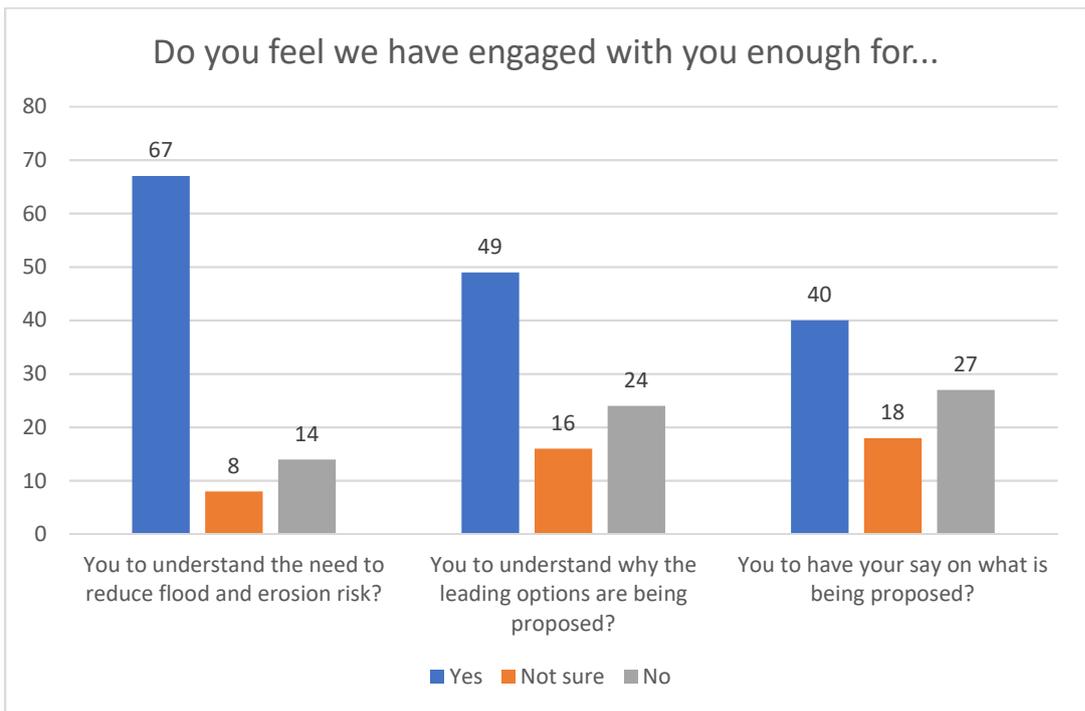


Chart 12 | Response to question 12

Do you have any general comments on the Langstone Coastal Defence Study that you would like us to be aware of?

<p>Q9 is ridiculous and does not offer reasonable options. This is typical of the 'consultation' that attempts to railroad us into 'backing' an option that we don't support. We still insist that you properly repair the current defences.</p>
<p>I am concerned about those who struggle to understand / cope with change due to Global Warming / Climate Change / Sea Level Rise and the way it IS going to affect our lives - and as a result try to prevent the preventative measures from protecting those that realise and want those preventative measures - that can protect our homes, our means of travel, our recreational facilities. Thank you for this work you are doing to protect the environment, those travelling through, living in and visiting this area - may you have success with this scheme.</p>
<p>I think you need to go back and have another look at the points mentioned above regarding The Oak defences</p>
<p>I am furious. I spent ages filling in this form then I clicked on "Do you understand why Havant Borough Council can't promote an offshore breakwater on grounds of environmental impacts and cost? More information can be found on our website at: www.escp.org.uk/Community-Proposed-Options". This took me back to the same page I was already on and wiped out all my responses so far. You should hire some competent website developers who know what they are doing. I couldn't be bothered to type in all the comments again so I have just ticked the boxes mainly. Regarding engagement, I attended an event u</p>
<p>VERY worried about water displacement causing worse flooding elsewhere. The fields behind Mill Cottage would be very vulnerable along with its wildlife.</p>
<p>In the long term consideration must be given to making Langstone and the upper half of Chichester Harbours a tidal lagoon. This would offer harbour wide flood & tidal surge protection, particularly for the coastline villages of Langstone and Emsworth. It would also provide a reliable energy generator with hydro electric turbines at the Lagoon entrances. A much larger scheme has been operating effectively at Westenschouwen in the Netherlands for over 40 years.</p>
<p>I feel it's unfortunate that such strong opposition to any form of floodwall is being expressed by the Langstone Village Association and the Save Our Shore campaign, and that this opposition view is being heard in the community louder than any supportive or more moderate views. I believe that quite a number of local residents would support a floodwall if a design could be found which would have less adverse impact on the visual beauty of the Langstone shoreline. I hope the ESCP can work with the LVA, SOS and less vocal local residents to identify an effective compromise solution.</p>
<p>My understanding is that the proposed costs have a 60% contingency which seems very high and unrealistic - therefore there may be more money available than expected My understanding is that the off shore breakwater at Cowes on the Isle of Wight cost about £7 million and so I think this idea should be properly costed and considered as an option</p>
<p>We need the right solution or a road map to get these. We want a solution, Help us better understand all options - involve us more.</p>
<p>We need a genuine steering group as genuine partners with ESCP to explore inhibitors</p>
<p>Sledge hammer to crack a nut. Youthful enthusiasm.</p>
<p>Environment Agency needs a strategic solution for the whole of both Chichester and Langstone Harbours. Current approach is piecemeal. We need tidal barriers at the entrance to both harbours. This would protect all areas in both harbours and maintain existing environment. Tidal barrier could also include tidal generators. West side could also have a swing bridge to improve access to Hayling. We need strategic thinking.</p>
<p>THE TIDES COMES IN AND GOES OUT</p>
<p>I feel that permanent long term residents have not been consulted over these proposals - if they had - the plans would definitely have been different. Anyone around here is well aware of the risks of flooding - but we are fed up with valuable resources being wasted by consultants who are too idle or</p>

ignorant to research, or even take an interest in the genuine issues caused by potential flood risk. This money could have been used to repair existing walkways and the effective coastal protection which works but has been neglected and not been maintained.
Please find attached (Scribble Note - Photograph and Statement included - see - LCDSQ-0007 - on spreadsheet and separate scan for photograph - Emailed additional statement): "I am very concerned about the height of the floodgate proposed for the High Street. Will it be the height of the 5ft-6ft wall surrounding the pub, the Royal Oak? With either of the options of one long or two smaller gates the substantial size of the supporting piers will block the view from my kitchen window, reducing my pleasure and the value of my home. The surrounding wall in front of The Royal Oak will n
I feel that you are limiting options to consider (see design of your questionnaire) all options are cosmetic and seem to exclude the optimum option. Holland manage this very well - prepared to invest rather than minimum or nothing.
I have not answered question 9 as by disagreeing with two of the options you force respondents to agree with the third even if they do not. Poor survey design unless that is the outcome you want. Question 12 depends on what you mean by have your say. If you mean let off steam but nothing happens then this is the usual local authority interpretation of community consultation. However if you mean some real discussion and dialogue then no.
"Rough" sketches not acceptable. Why has it taken so long before a more readable document was produced and delivered to residents? What other options have you looked at and why have they been rejected? Your pictures of the changes are misleading - you have shown new defences much lower than would actually be installed. How many of your "public" are stakeholders and how many are actual residents or visitors to the area? Who set the mandate for this task and why was it so "narrow" so that options such as raising flood barrier at entrance harbours could be considered?
I'm worried that MILL LANE properties negatively impacted by scheme. <1> Land raising along Billy Line could send water into my property from the side. <2> No funding available to maintain existing defences, and can be difficult for private land owners to effect repairs on structures below tidal line (Ownership Issues).
Change is inevitable, while some may be worried about alternatives to the appearance of certain panoramas, in time they will be taken for granted! In my opinion some of the ideas are an improvement - visually over what exists today.
Thank you for all your hard work and patience. People instinctively view change (even for the better), with suspicion. Efforts have been made for 'shared ownership' of the study. There are local people with interesting ideas extending to Harbour Management, which go into higher level than immediate concerns. I would be most grateful if someone off-loaded a dredgerful of shingle along the spit and some hefty rocks onto the barren beach in front of Southmoor's collapsing wall. If local yeoman could deal with this from 1628, what's our problem?
Thank you for the work on the scheme so far. I do not support the confrontational approach of some of the residents.
Wave action could be reduced if 'Spartina Growth' was promoted by 'Hybridisation' or GM.
It would be nice to see more DONE & less of the admin, but - heigh ho - that's the way of the world!
Currently the least popular option is being pushed through of a high (1m - 1.3m) wall outside Royal Oak + Cottages. This needs to be adapted to preserve amenity of historical area.
This is a beauty spot and it will be easy to ruin it for the residents and tourists. All work must be sympathetic.
Making a decision on this sooner rather than later is vital.
It seems very misleading and not entirely honest.
A partial plan to protect some of Langstone but we need to understand impact on areas not included. Question - Has this been modelled?
A barrage please. This is the most effective answer.

<p>(1) The glossy brochure published in conjunction with the study update is very misleading especially with the visual aids and feedback / pie charts. (2) The leading options being promoted lack credible detail to convince the reader that they will resolve the sea defence issues for the foreseeable future. (3) From speaker to Study representatives at the Sailing Club, I was shocked to understand that the ESCP options are the only ones being considered and proposed meetings with the residents of Langstone / SOS will not change the ESCP moving forwards. This is not Democracy!!!</p>
<p>As said before, a suitable solution needs to be worked out as current sea walls are eroding and needing repaired.</p>
<p>Please tread carefully - as the impact of works badly done, will reverberate for centuries on a VERY SPECIAL PLACE, that is a treasure for future generations.</p>
<p>The Easterly gale on a spring tide is our main flooding aspect. Easterly gales are rare. We are sheltered from Westerly's. The water is only high for max' 40 minutes.</p>
<p>The environment in this area has already been affected by human endeavour over the years and is not as it "looked" several hundred years ago or more. It is appreciated that whatever is done here further affects on this and other locations. More for reaching an effective solution for the long term should be considered.</p>
<p>I think the proposal is well presented and thoroughly thought through. This enables the public to have confidence in answering this questionnaire. A cost of £4.5M, largely borne by the Tax Payer (albeit £0.9M from residents etc) is too high for the overall benefit to Havant Constituency. The minimum cost solution - reinforce access to the bridge - so that Hayling Island remains a viable community.</p>
<p>The look and feel of the current proposals are not satisfactory for a very special place.</p>
<p>Seems very "unjoined-up" not to consider the whole harbour. Everything seems very local and based purely on cost. What about the sleepers to the west (Scribbles note: 'East') of Wade Lane?</p>
<p>Two key issues: (1) The proposed scheme WILL fail - so is a waste of money - as it depends on a 3rd party human intervention. It has many too many loopholes and weaknesses. (2) The scheme introduces completely inappropriate designs and vernacular that will destroy Langstone.</p>
<p>On last visit to Langstone Sailing Club all staff gave anodine, policy answers. NO ONE seemed to understand my attached proposal or MORE IMPORTANTLY were prepared to consider it. It was a 'PR' not 'Engaged' Meeting.</p>
<p>More joined up thinking, which tackles more than just Langstone, but includes Bosham, Itchenor, Chidham etc seems to be needed.</p>
<p>Proposals likely to contravene the LCA Character Appraisal. I totally disagree with the visual logs of the green (which is why it is called The Green Cottage). The footpaths should stay where it is, so the green can be seen from afar. The Royal Oak wall was said to be dangerous in 1882, when being maintained by the Local Authority, but it is still here!</p>
<p>The aesthetics of Langstone are of vital importance. This means that high walls and walkways should be kept to an absolute minimum.</p>
<p>The need for improved coastal defences is not unique to Langstone. Integrated planning is needed not expensive local studies by an American company.</p>
<p>My view of the earlier public participation in that people do want help protecting the area but the nature of the questions boxes in their choice of answers. I do not understand why a wall and glass defence slightly to seaward was not considered for the Oak which is likely to be the most contentious of the proposals. Local people have been managing local risk well as threats have increased through Langstone FloodWatch.</p>
<p>I expect the council to take effective to repair the Southmoor Seawall and preserve this section of the Solent Way.</p>
<p>Regarding the Royal Oak wall, why not reduce the height and put up Winter only defence boards when needed?</p>
<p>P 11 in latest brochure, last paragraph is wrong. Concern about the southern tip of the SPIT is not remotely confined to the Sailing Club. Overall, a scheme that considers Langstone in isolation is</p>

totally inappropriate: flood defences demand comprehensive thinking taking in the whole of the 2 harbours which we border.
Well yes, I can have my say, but how much notice will be taken of it? Please read the screed on the other questionnaire (i.e. the event) as that was written on that sheet in error. It should be read in conjunction with this questionnaire!
I would be prepared to contribute to an 'offshore' defence scheme which did not destroy the historic and aesthetic qualities which we value.
I THINK IT LOOKS GOOD AND HAS BEEN WELL THOUGHT OUT.
The feeling that the whole scheme is being pushed through in spite of substantial local objections.
Tides come and go. There will be no standing water for days. Within 2 - 3 hours of a flood the sea will have subsided. Some of these questions are weighted!
There are some people who will oppose anything! I am not one of them.
Funding of measures west of the A3023 is equally important for owners of private properties as is the need to protect the commercial interests of the Royal Oak and Ship Inns.
The view of the engineers that protecting this section of Langstone Coastal area the excess water will spread across the harbour is incorrect. Excess water will find the low points local within this section of Langstone Harbour which seem that all parties are not willing to protect. These are houses on the west side of Langstone and Northney
Q12 are biased to claim support.
A very good design which will protect and improve the area.
We really don't understand why an offshore breakwater (extension of the 'Hayling Billy' Spit?) has been so quickly dismissed. Wouldn't this be much more effective at dealing with the to the east of the bridge, rather than all these rather unattractive and piecemeal elements which don't seem to join together? Please explain why this solution is not being considered - a spit, maybe with sea-lock gates? or even a sea-lock gate by the Ferry Inn at the entrance to the harbour? Why not tackle the problem at source rather than putting up all these
No one is prepared to listen to what actually happens when the tide comes in. Only interested in Government Info'.
Concerned about maintaining A3023 from bridge end to Bus Station on HI.
Restore Langstone current defences and maintain them. Attack the problem at the harbour entrances incorporating roadways and tidal energy schemes to obtain funding from 'OGD's'! (Scribbes note: OGD unspecified).
You would be destroying one of the few places left for superb leisure, fun, relaxation and happiness. What is the point of that?
The lack of joined up approach for the entire harbours (Langstone & Chichester) is totally unacceptable.
I just hope that the ESCP is prepared to consider suggestions by the SOS group and individual residents and visitors and not make the exercise a pretence at consultation.
I am not a resident of Langstone High Street but feel communications with those who are, would be vital as everything will affect their daily lives. e.g. - What machinery, building items to be stored, - when work commences, - what will happen that day / week.
You have not engaged with the community and it is misleading to call YOUR option the leading option!
This is a very important region for tourism in the borough and this should be at the forefront of any considerations made.
I think the general shoddy treatment of Hayling Island and Langstone by the council is disgusting. They are complicit with Southern water polluting Langstone Harbour, they have allowed the West Beach car park to practically disappear, owing to the removal of the sea defenses. In general they have caused great harm to our home, and the wildlife in the area, and the council should be ashamed of their behaviour!

Lets not be dismissive of the sea defence project! People and properties must be a priority and we feel strongly that something must happen sooner than later. There is a conflict of interest in the High Street and many residents are very elderly and feel, I'm sure it wont happen in their time, why worry! We do not support their views, a few blocked visions of coast line is a small sacrifice for safe living!

I do not support the proposed scheme at all. It is a very high cost scheme to support a limited area and number of properties. It is not value for money. The risk is not confined to Langstone it affects the entire shoreline of S.E. Hants and W Sussex. Plans should be prepared for a much larger scheme to defend the whole area at risk such as tidal barrages (similar to the Thames barrier defending London) outside Chichester and Langstone Harbour entrances and across the moat at the north end of Portsea Island. This would defend a larger area and all the properties, businesses, amenities, etc, within it. This would be a huge undertaking, taking years to complete and requiring a different order of funding. Technically such a scheme of barrages is well within our capability. Comparable scheme have been completed elsewhere, within UK and overseas, successfully providing long term flood protection. Funding should include an element of 'levy' on all properties, businesses and land withining the protected area. Solution of the whole flood risk problem covering the entire area needs vision, decision and action, and it needs it now. Something successive UK governments have not been very good at.



Drop in Information Events

Find out more and tell us what you think

We'd like to invite you to the following events to view the leading coastal defence options for Langstone

Langstone Sailing Club: Wed 8th Jan, 1pm - 7pm

**Disabled access available*

The Ship Inn, Langstone: Thurs 9th Jan, 11am - 4pm

We look forward to seeing you there

Visit www.escp.org.uk/langstone or email coastal.team@havant.gov.uk for more information



Appendix C – Examples of exhibition poster boards displayed at the events

Climate Change and Sea Level Rise

Planning for the long term future of our Coastal Communities



Climate Change

Relative sea level rises refer to the effective change in sea level in relation to the land surface and take into account long term movements. The combined effect of these changes are predicted to result in an annual sea level rise in Southern England of about 6mm per year.

The rise in sea level due to global warming is caused by thermal expansion of the oceans and to a lesser extent from melting of ice caps and glaciers.

The reduction in sea level is also caused by a phenomenon called isostatic readjustment. Effectively, the north-west of Britain is rising following glacial withdrawal at the end of the last ice age, thus causing the south-east of England to sink.

Our Responsibility

In all our designs we have to take account of and plan for sea level rise. Scientists have determined that the temperature of central England has risen by almost 1°C over the last century. Winters are getting milder and rainfall and average sea levels are increasing.

The long-term effects of climate change are uncertain, however in some shape or form it will affect us all. With this in mind we must start acting now to protect our coastline and ensure that our actions are sustainable for future generations.

Havant Borough Council takes human-induced climate change very seriously. Many of the services that we provide directly affect the local economy and the environment. When developing the Council's strategies and how services are being delivered, the Council will always consider how these things could affect climate change and how communities can respond to the effects of climate change.

AECOM | EASTERN COASTAL PARTNERSHIP

Core Scheme

What is the core scheme being promoted?

Affordability is a key constraint and driver for selecting this combination of leading options to identify the scheme alignment, the duration of the scheme and standard of protection the scheme will provide.

The 'Core Scheme' represents the most affordable combination of options that protects the greatest number of properties and the A1023 road to the low level.

With a total cost of £4.5 million (including 10% risk at this outline design stage), this alignment represents the least-cost scheme, designed to provide a present day 0.5% Annual Exceedance Probability (AEP) standard of protection, with a scheme design life of 50 years.

At present, £3.1 million worth of contributions have been secured via HIC Community Infrastructure Levy (CIL) and Havant Business Improvement District (BID) and Council Taxpayers (RPOD Local Levy) with the balance for an additional £1.4 million GA funding.

However, even with these contributions, there is currently still a £1.4 million shortfall for construction of the core scheme. Additional leading options are being explored to help close the gap.

ADD-ON OPTIONS

Due to affordability, there are some areas along the Langstone frontage, including Mill Lane, Langstone Salt and Langstone Calling Club that are not included in the core scheme.

If additional funding is covering the detailed design stage, some or all of these areas could be included in the scheme as 'add-on' options.

Engagement with Mill Lane residents is ongoing and the project team have agreed to take the leading option for the Mill Lane area through to detailed design. The SDCP will provide advice and support to these residents, to already include their frontage within the scheme if funding is found or to help them engage in repairs etc privately in the future.

Langstone Calling Club are concerned about the erosion that is occurring at the southern tip of Langstone Salt, and the implications this has on providing protection to their assets. The project team are currently working with them to investigate how this option can be included in the detailed design phase of the project and to provide advice on funding streams to potentially enable it to progress in the future.

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The Story So Far

March 2018

- Planning Approved
- Project Start-up
- Langstone Residents' Working Group 1

May 2018

- Options Development - Review to 20m CIL and RPOD Local Levy
- Define Long List of Options
- Options Development - Review to 20m CIL and RPOD Local Levy

Sept 2018

- Public Consultation on Shortlisted Options
- Options Development - Review to 20m CIL and RPOD Local Levy

Nov 2018

- Establishing Working Group 2
- Public Consultation on Shortlisted Options

2019

- Options Development - Review to 20m CIL and RPOD Local Levy
- Options Development - Review to 20m CIL and RPOD Local Levy

June 2019

- Short List Approved and Community Infrastructure Levy (CIL) and RPOD Local Levy

2020 - We Are Here

- Options Development - Review to 20m CIL and RPOD Local Levy
- Options Development - Review to 20m CIL and RPOD Local Levy

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What are the choices?

Do Something "Leading Option"

Adaptation "Managing Change"

Do Nothing "Walk Away"



Reduce / improve existing coastal defences as per current practice as possible but accept that it will change the way the coastal community looks.

Reduce flood and erosion risk to Langstone properties and business.

Preserve the recreation area and protect important heritage assets for the future.

Reduce flood risk to the A1023, critical road infrastructure to a long island in a resident village for the next generation.

Adapt to live with the consequences of sea level rise and climate change through:

- Adaptation of properties, i.e. property level resilience
- Effective flood warnings
- Evacuation routes
- Changing the use of properties at immediate risk
- Altering associated infrastructure to protect only the A1023
- Allowing associated infrastructure to be protected only the A1023
- Ultimately relocate people

Flood and erosion risk, damaged and will increase significantly over time to properties and A1023

Existing defences will continue to deteriorate and eventually fail

Concentration area and heritage at significant risk of damage or loss

When defences fail, flooding properties, immediate risk of structural damage, undermining or overflowing

Langstone village becomes uninhabitable in the long term

HIC are undertaking this study using our best practice to promote a public scheme but if we are not able to identify and agree a technically, environmentally accessible, sustainable and affordable solution then the responsibility will continue to rest with the landowners and residents to take their own measures to live and adapt with climate change and the increasing risk of flooding.

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Langstone West

What are the leading options being promoted?

The leading option being promoted here is:

- Land raising of the footpath in the northern section, transitioning into an earth embankment in the southern section

The shortlisted options included an earth embankment and setback floodwall. The setback flood wall option has been reviewed in the northern section to raising of the footpath. This change was made due to the fact that the height of wall required was actually less than originally expected, so raising the path would be a better, less intrusive option.

Your feedback:

During shortest list option engagement, 67% of the public found the embankment the most acceptable option.

Land raising

Earth embankment

Your feedback:

During shortest list option engagement, 39% of the public found the Flip-up floodwall the most acceptable option.

Flip-up floodwall

Your feedback:

During shortest list option engagement, 33% of the public found the Flip-up floodwall the most acceptable option.

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The Ship Inn

What are the leading options being promoted?

The leading options being promoted here are:

- Flip-up floodwall or floodgate across The Ship Inn car park to tie-in to a small wall beside the A1023.
- Continued maintenance of the quay wall around the car park.
- Glass topped flood wall along the front of The Ship Inn courtyard and adjacent building, includes a floodgate for access if required.

The shortlisted options also included a sea-stack flood wall around the quay and flood gates at each slipway. Compared to the Flip-up floodwall, these options have similar costs, however the Flip-up flood wall was put forward as the leading option on heritage, environmental and social grounds.

Glass-topped floodwall

Flip-up floodwall

Your feedback:

During shortest list option engagement, 39% of the public found the Flip-up floodwall the most acceptable option.

Flip-up flood wall

Setback flood wall

Setback glass topped flood wall

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Langstone Village

What are the leading options being promoted?

The leading options being promoted here are:

- Setback reinforced floodwall adjacent to the existing garden walls, with timber boardwalk to improve access to the existing footpath.
- Setback reinforced floodwall adjacent to the existing wall at Green Cottage, with floodgate for access onto the boardwalk.
- Flooded existing wall at the brick house with boardwalk.

The shortlisted options also included reinforcing/replacing the existing defence. This option was discounted due to cost and technical grounds. Technically there are major constraints associated with reinforcing/replacing the existing defence including, space constraints, land ownership, trees and potential for structural damage to adjacent properties.

Setback floodwall with boardwalk

Your feedback:

During shortest list option engagement, 52% of the public found the setback floodwall and boardwalk the most acceptable option.

Setback floodwall and boardwalk

Reinforce/replace existing defence

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The Royal Oak

What are the leading options being promoted?

The leading options being promoted here are:

- Floodgate across the end of Langstone High Street
- Reinforce floodwall following the alignment of the existing seawall in front of The Royal Oak to maximise accessibility to the footpath
- Having a high, sea stack floodwall along the most side of the footpath, transitioning into an earth embankment in the field to the north

Reinforcing/replacing the existing defence was discounted on technical grounds. This option is considered to be technically unfeasible due to the age of existing structures, the listed nature of the buildings, gaps in walls and low windows.

Flood gate option across the High Street 45%

Reinforce/replace existing defences around The Royal Oak 46%

Your feedback:

During shortest list option engagement, the most acceptable option to the public were as follows:

Demolish defence

Flip-up flood wall

Flood gate

Reinforce/replace existing defence

Flip-up flood walls

Glass floodwall

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What happens next?

Now: Public events - Leading options

Winter 2019/20: High detailed design and investigation potential funding partners

Spring 2022/23: Construction start (estimated)

Detailed Design

The detailed design stage of the project is likely to take 18-24 months. Whilst the principles of the scheme have been defined, following the technical guidance which governs our industry, there is at least another 2 years for these options to be refined, adapted and if necessary, changed through the detailed design process. This includes how they will look and feel with strong consideration of community views but of course within the wholly appropriate constraints of our regulator Natural England, Historic England, Chichester Harbour Conservancy, Langstone Harbour Board and the Local Planning Authority.

Community Engagement

We will carefully review all of the feedback from the public events and questionnaires to inform the next stage of the project.

Engagement with the stakeholder working group, residents, landowners, public and regulators will continue throughout the detailed design stage to refine and shape the leading options to ensure the project arrives at the best outcome.

To see all engagement materials to date, please visit us online at: www.secp.org.uk/langstone

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Appendix D – Photographs from the events



