

Langstone Coastal Defence Study

Shortlisted Coastal Defence Options Event Report



20th & 22nd November 2018

working together - protecting our coastline

AECOM



**EASTERN
SOLENT | COASTAL
PARTNERSHIP**

ESCP QC & Approvals

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1. Introduction

This report summarises the two public information events, held to present the shortlisted coastal defence options for the Langstone frontage to the local community. Prior to the events, working together with our professional Engineering Consultant AECOM, the project team appraised a wide-ranging longlist of potential defence options to reduce these down to a shortlist of options. The shortlisted options, as presented at the events, will be appraised in more detail by the project team, to identify the preferred options for the frontage. 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 events held and a summary of the feedback received on the day from the attendees and via returned questionnaires.

1.1. Reason for project

The Study aims to develop preferred 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 100 years for 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 which are in a poor condition. Currently maintained by HBC and other private owners, the majority of present defences have residual lives of less than 5 years (without any maintenance) and therefore, without a scheme at Langstone the existing community will continue to be at significant flood risk.

1.2. Project Delivery

The ESCP, on behalf of HBC, are using funds secured from Defra Grant in Aid and HBC Community Infrastructure Levy to carry out a study that will identify the most appropriate way forward to reduce flood and coastal erosion risk at Langstone.

AECOM has been appointed to support the development of defence options and provide engineering support to the project team. Following an initial appraisal process, a shortlist of coastal defence options was identified and shared with the public at two drop-in events, for the community to view and provide feedback.

Following the events, the shortlisted options will be appraised to identify the most environmentally sustainable, technically feasible, economically affordable and socially acceptable options to manage Langstone's flood and erosion risks into the future.

2. Exhibition Events

2.1. Overview

Two public events were held on the 20th and 22nd of November 2018 at two venues in the Langstone area. The first was held from 4pm – 8pm at the Langstone Sailing Club and the second was held from 6pm – 9pm at the Ship Inn. The aim of the events was to present the shortlisted options to the public to allow better understanding of the study, provide an opportunity for the community to speak to the project team and to share their views on the shortlisted options being put forward.

The two venues were selected as they are within close proximity to Langstone residents and easy landmarks for non-locals. Questionnaires were handed out at each event and were also made available online on the ESCP Langstone Study web page, to gather feedback on the shortlisted options. The following questions were asked:

- What is your interest in the Langstone Coastal Defence Study?
- How would you like to be kept informed about the progress of the Langstone Coastal Defence Study?
- Which options would you find acceptable in each of the three areas along the Langstone frontage?

In total 114 people attended the two public events and 52 questionnaires were completed. The full results of the questionnaires are available in *Appendix A* along with a selection of representative comments made. In summary:

- 70% of the responders were interested in the project due to their residency in Langstone
- 25% wanted continued drop-ins with the project team in order to be kept informed about the project progress
- The following figures illustrate the percentage of acceptability of each option, per area:

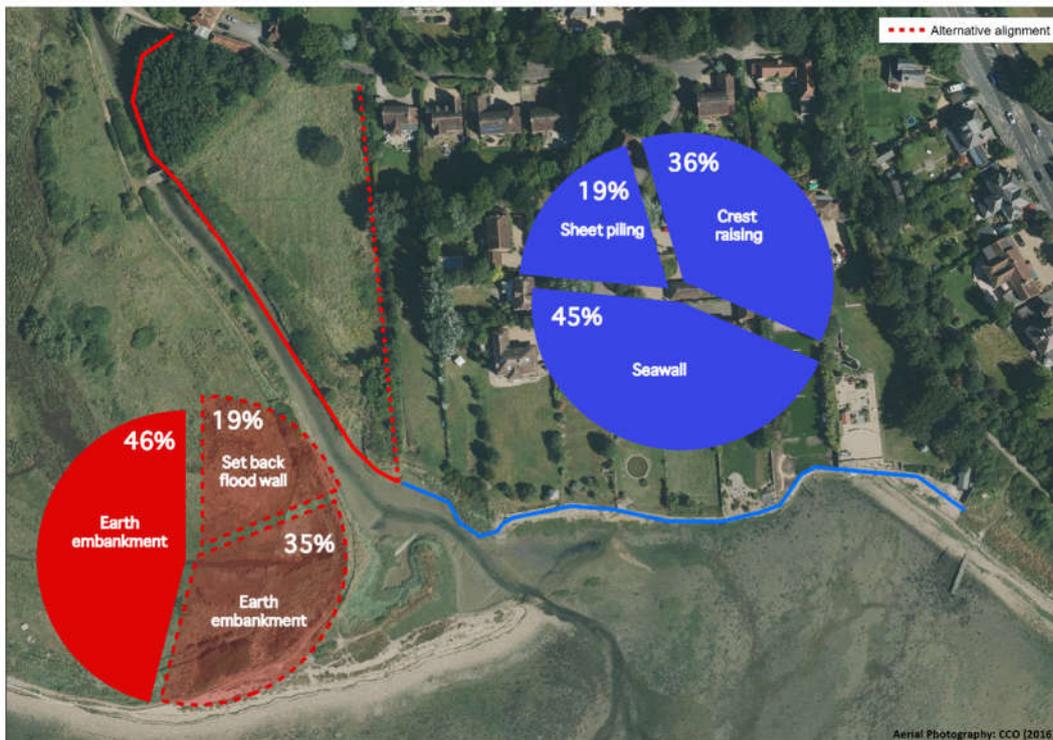


Figure 1: Area 1 – Mill Lane and Harbourside

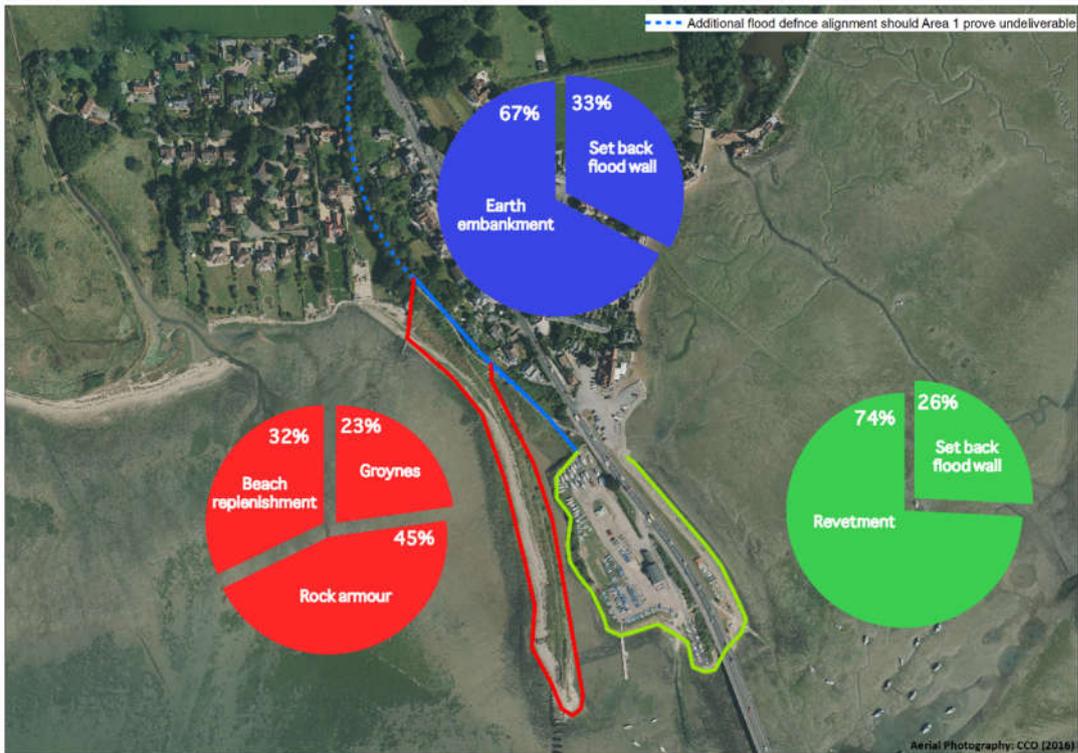


Figure 2: Area 2 – Langstone Sailing Club and Spit

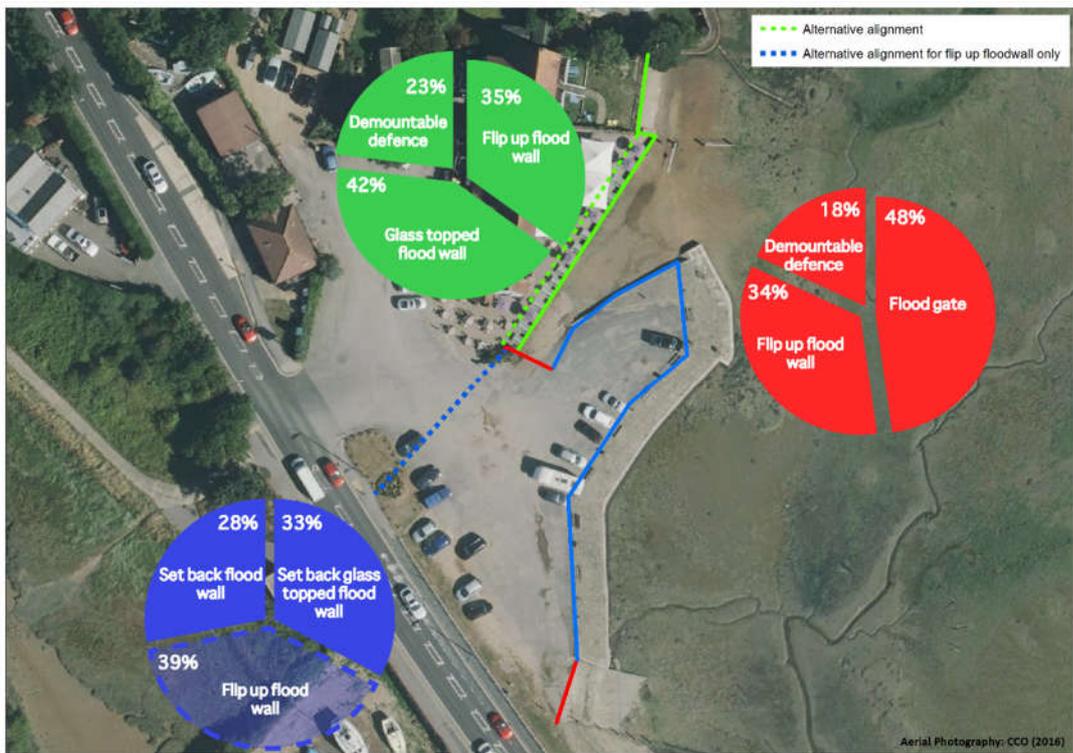


Figure 3: Area 3 – Langstone Village, the Ship Inn

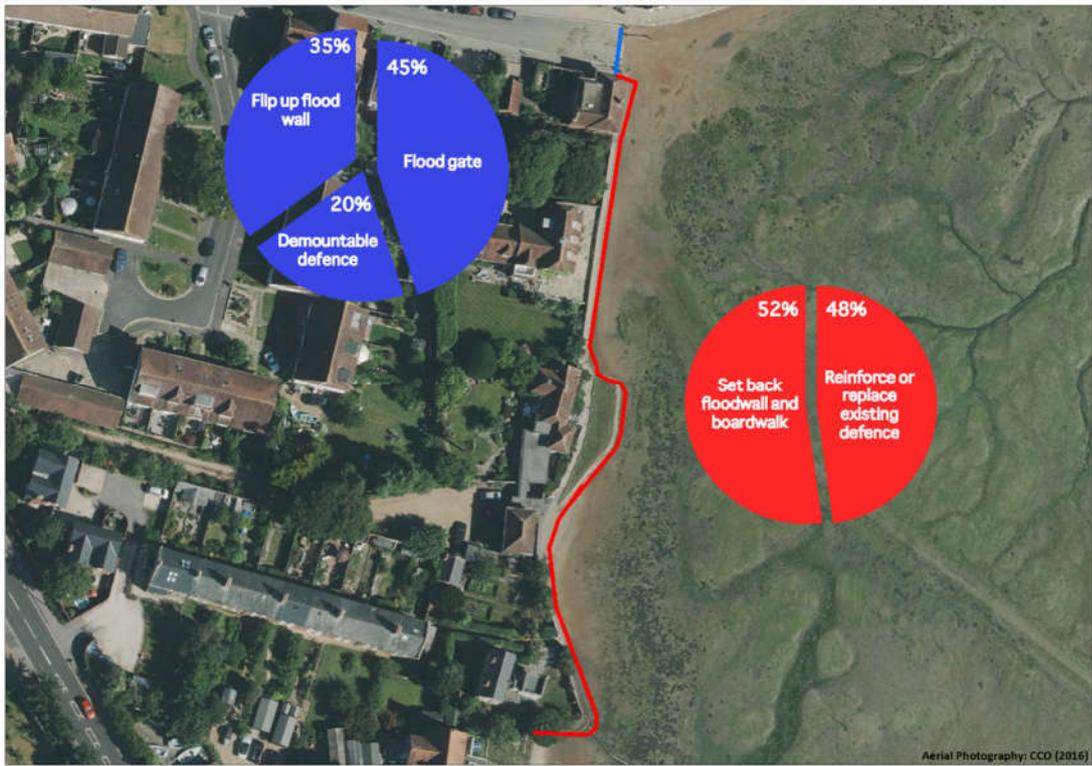


Figure 4: Area 3 – Langstone Village, Coastal Path

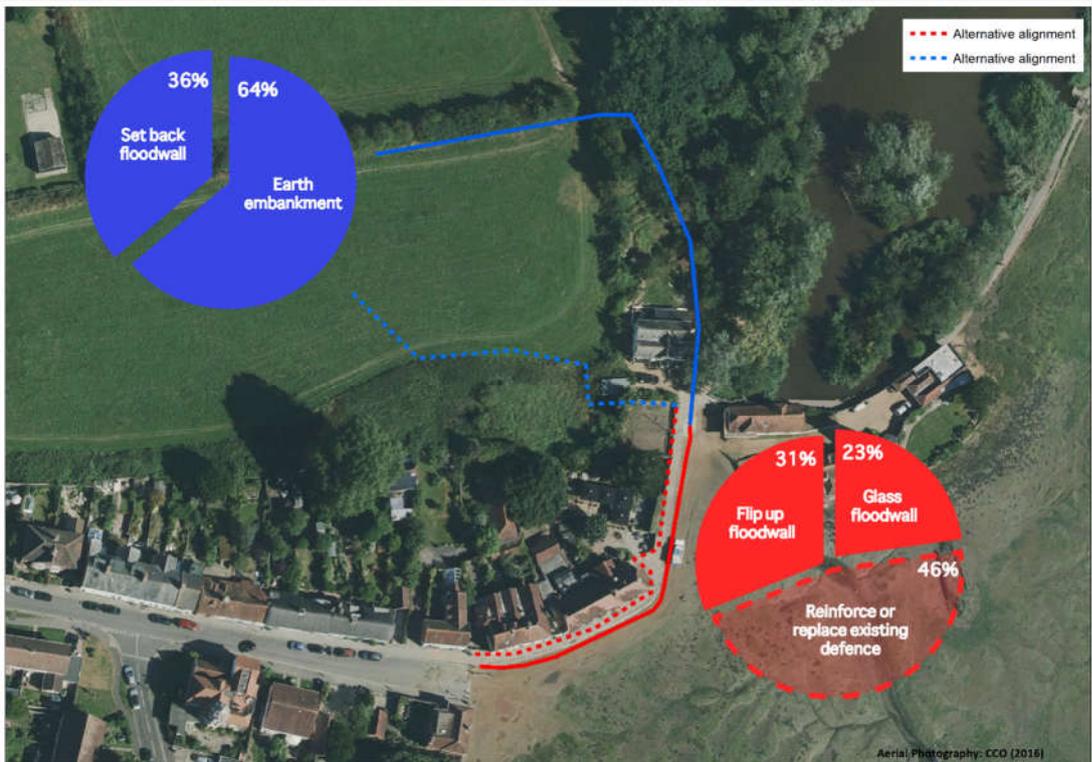


Figure 5: Area 3 – Langstone Village, the Royal Oak

2.2. Advertising and Publicity

The events were widely advertised to local residents and businesses with a comprehensive leaflet drop carried out two weeks before the events. The leaflet provided the public with key information about the scheme and the details of the events (*Appendix B*).

In addition, the events were advertised on the ESCP website, facebook page, and shared across HBC social media. A press release was also sent out by HBC which reached local newspapers and websites. Figure 6 shows a variety of different media advertising the event.



Figure 6: Leaflet and social media advertising the events.

2.3. Event Content

In total, 114 people attended the information events, of which 77% came from Langstone and 23% came from the surrounding area.

The information on display at the events explained why the study is needed, the considerations and constraints of the study, work undertaken so far, and the shortlisted options for each area, through a series of poster boards detailing:

- **Roles and responsibilities** who are the ESCP, coastal roles and responsibilities, and funding constraints.
- **Project overview** introducing the study area, explaining why the study is necessary and how it came to be, looking at the shoreline management plan and the strategy as well as what is at risk if we did nothing,
- **Story so far** showing how the options have been developed, highlighting the environmental and heritage considerations and current defences
- **Shortlisted options** showcasing the shortlisted options for each area along the study frontage,
- **Project timeline**, detailing key stages and timescales of the project going forward.

Each of the posters used at the event are included in *Appendix C*.

2.4. Broader outcomes and opportunities exercise

During the Langstone events, the team also asked the community to identify aspirations on potential opportunities to improve the public spaces along the Langstone waterfront. The visitors to the events were asked to indicate their additional aspirations for Langstone by voting for different options on a poster with sticky dots (Figure 7).

The aspirations included in this exercise are separate from the short-listed coastal defence options presented at the events. These aspirations are ideas which could enhance a coastal defence scheme at Langstone by providing additional broader outcomes to the community than a coastal defence scheme could do alone. These aspirations are not guaranteed, and they would be subject to securing separate funding and approvals before being incorporated into a scheme.

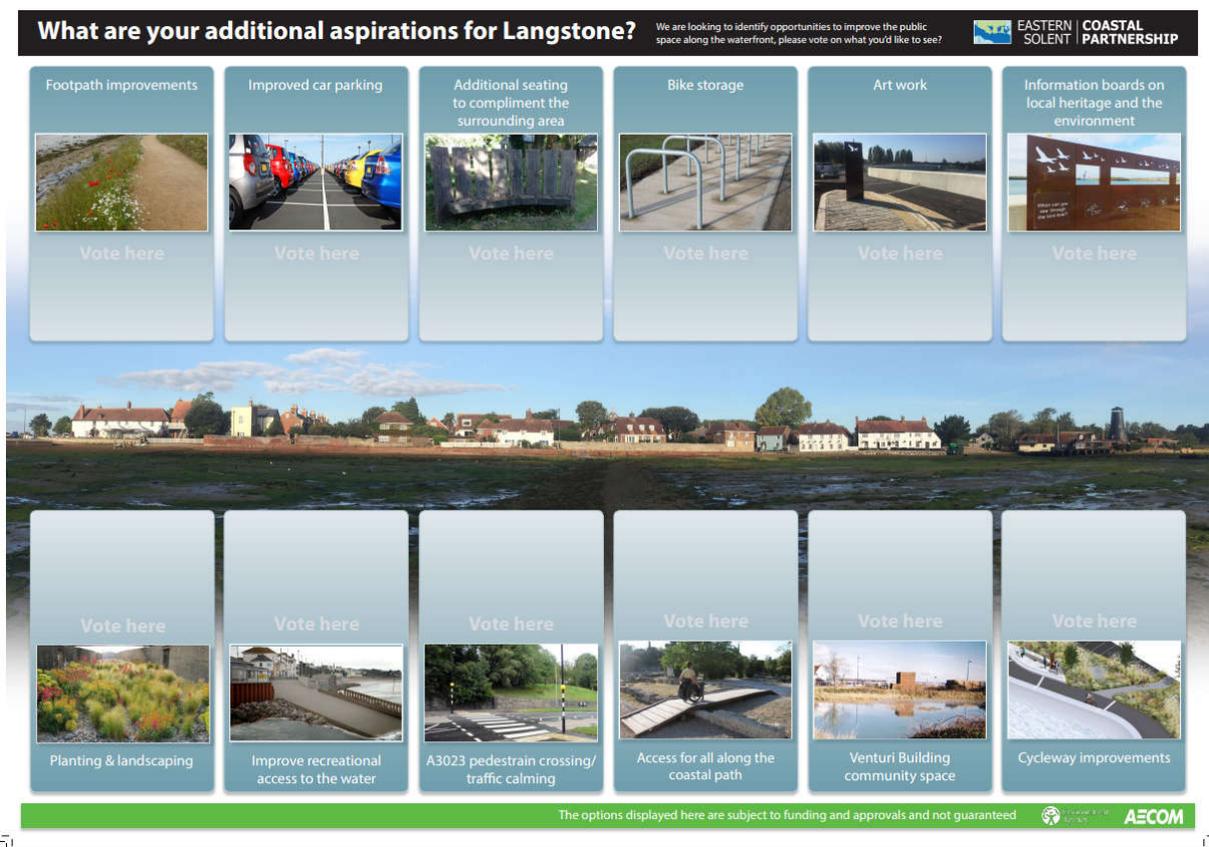


Figure 7: What are your additional aspirations for Langstone? Poster.

The percentage of visitors who voted for each aspirational option are as follows:

- A3023 pedestrian crossing/traffic calming: 22%
- Footpath improvements: 19%
- Cycleway improvement: 11%
- Access for all along the coastal path: 9%
- Information boards on local heritage and the environment: 8%
- Planting and landscaping: 8%
- Improve recreational access to the water: 8%
- Additional seating to compliment the surrounding area: 5%
- Improved car parking: 4%
- Art Work: 4%
- Bike storage: 2%

- Venturi Building community space: 1%

The project team were on hand to answer any questions. Photos from the exhibitions can be viewed in *Appendix D*.

2.5. Next steps

This exhibition report will be circulated to the project board, the steering group, key stakeholder working group and HBC communications officers. The report will also be made available to the public via the ESCP and HBC website.

Feedback from the public events and results of the questionnaires will feed into the appraisal of the shortlist options to identify a preferred way forward for Langstone. In Spring of 2019 the appraisal of the shortlisted options will be evaluated, and the preferred options selected. Once finalised and approved by the project board, the preferred options will be shared with the key stakeholder working group prior to further public engagement in early summer 2019.

Public engagement will involve an exhibition event and a 30-day public awareness event. Other engagement methods such as letters, leaflets, email updates, website and social media will also be utilised.

In the meantime, residents and stakeholders can find updates on the project via the ESCP website, Langstone Study project page and social medial updates.

Appendix A – Questionnaire results

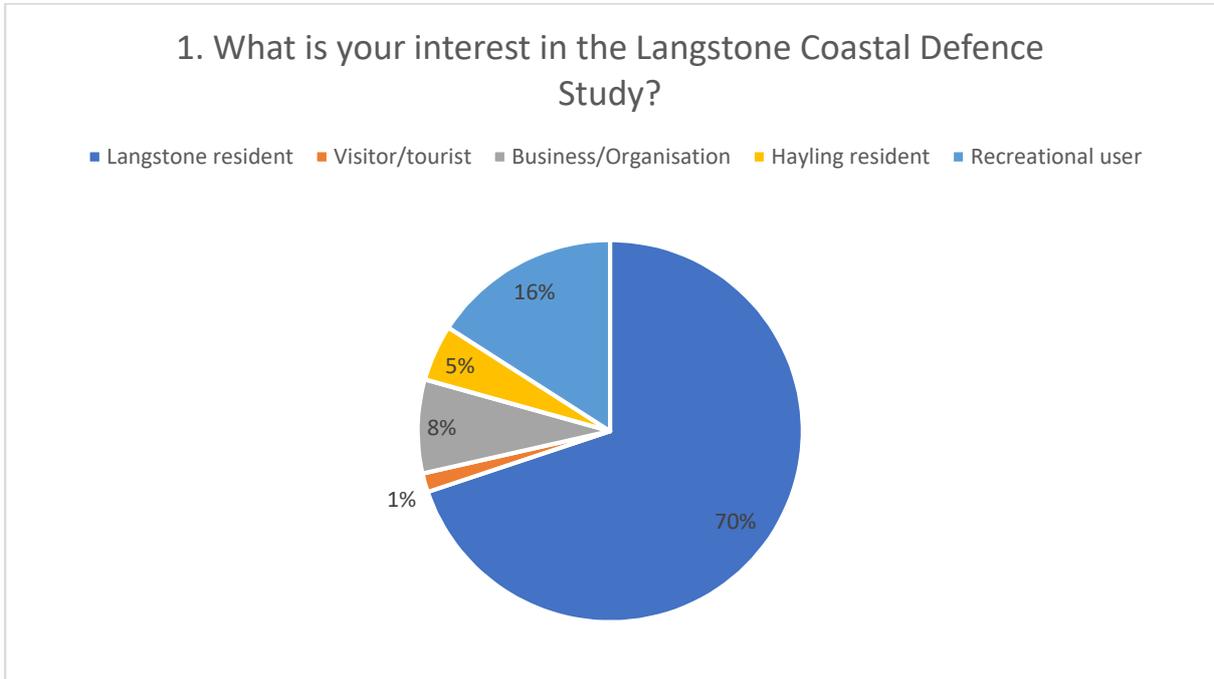


Chart 1 | Spread of responses to question 1.

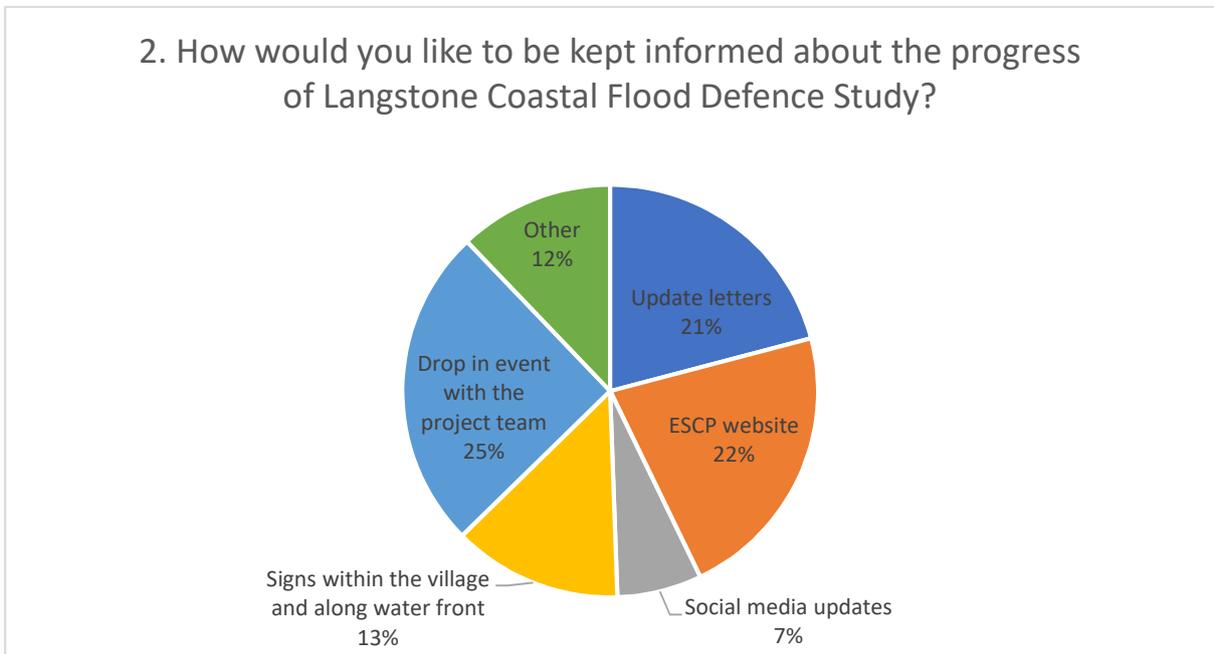
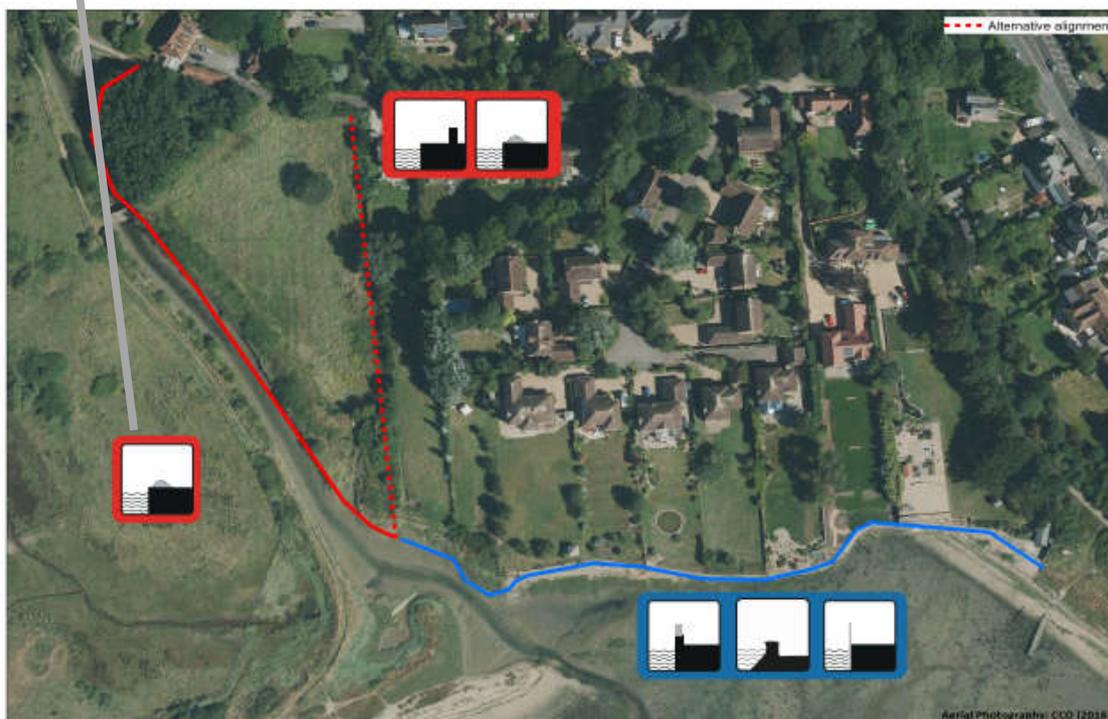
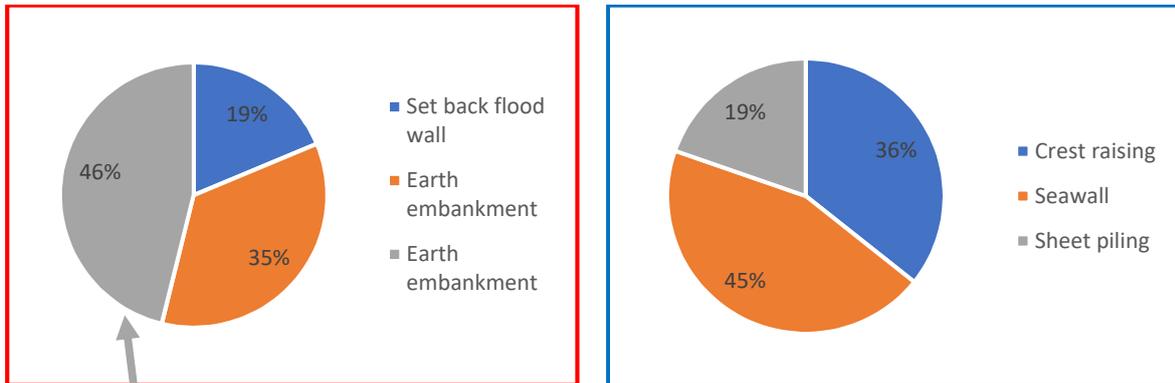


Chart 2 | Spread of responses to question 2.

For each area with shortlisted options, the respondents were instructed to tick all the options which they found acceptable on the map. The results of which are illustrated below.

Area 1 – Accepted shortlisted options

The below charts illustrate the percentage of respondents which found each of the shortlisted options for the area acceptable.



The general theme of comments made for Area 1 are concerning the existing sea wall being of sufficient height and if any works are to be carried out here, collaboration with the local residents will need to be sought.

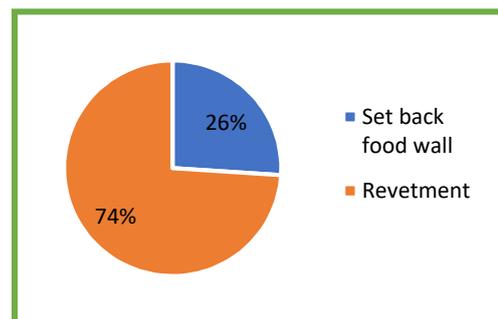
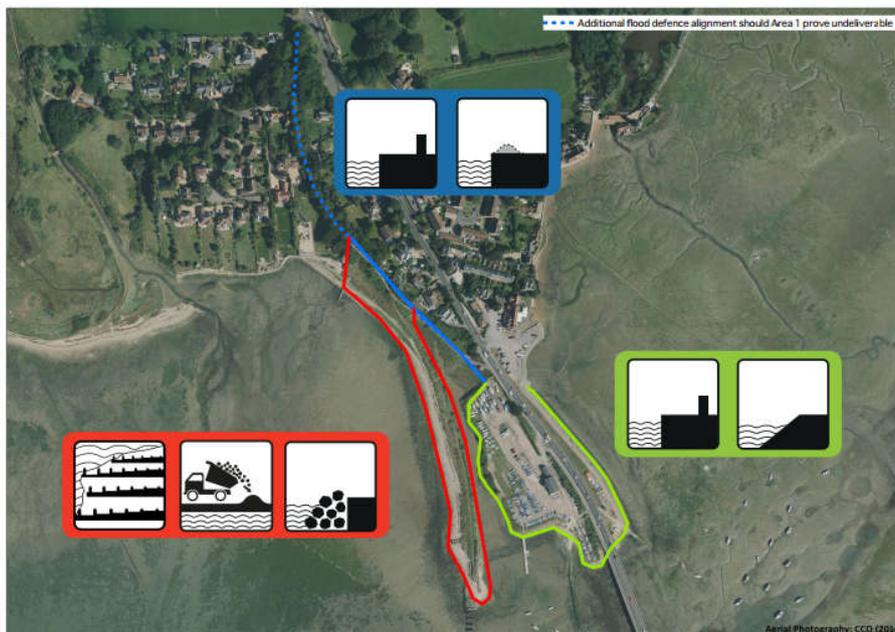
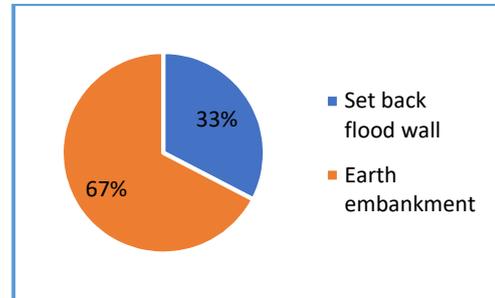
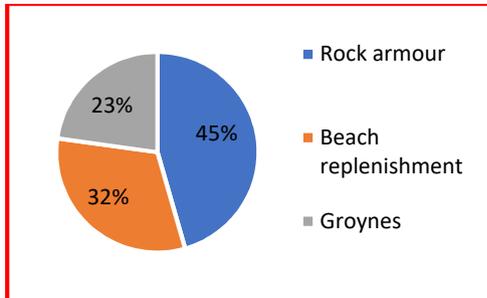
Examples of further comments:

Don't favour raising the height of the defences as this may restrict access to the foreshore
The earth embankment would double as a sea defence and a cycle way or footpath.
There is already a partial bund installed over a decade ago that has been populated by grass/shrubs. Probably more cost effective to use the level of this than to do the dotted line from scratch.
The blue section is already quite high and just needs adding to.

Thank you for all the hard work and work to come. Would ask as much as possible the Mill pond and history of the area should be kept in tack and the choice as sustainable for as long as possible.

Area 2 – Accepted shortlisted options

The below charts illustrate the percentage of respondents which found each of the shortlisted options for the area acceptable.



The general theme of comments made for Area 2 are concerning the condition of the spit and the protection this affords to the sailing club behind.

Examples of further comments:

This should be priority to protect the recreational sailing in the local area. Protection of the Billy Line is a key priority to the local community.

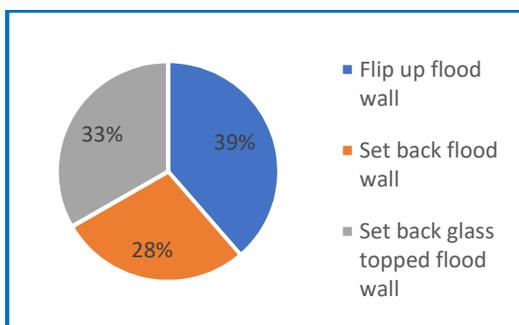
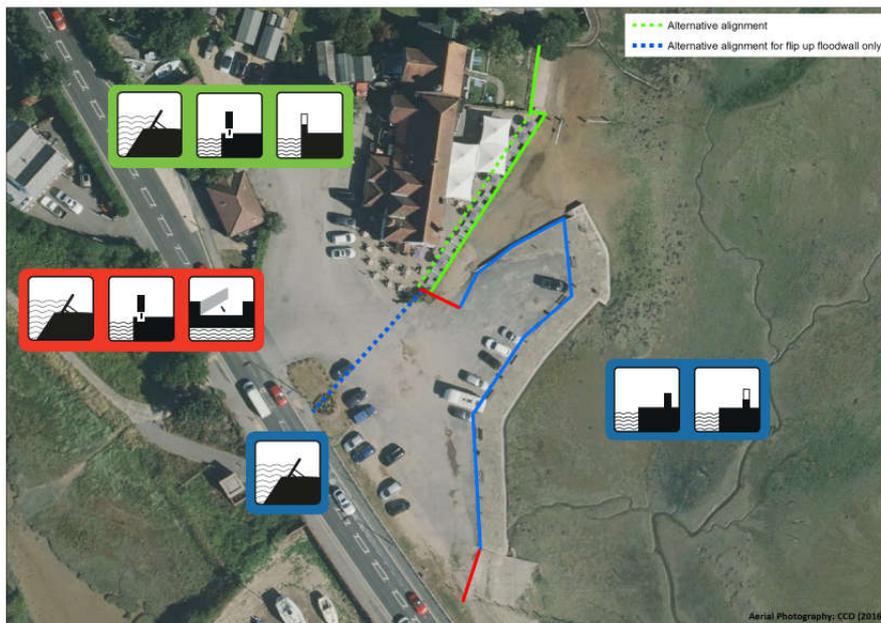
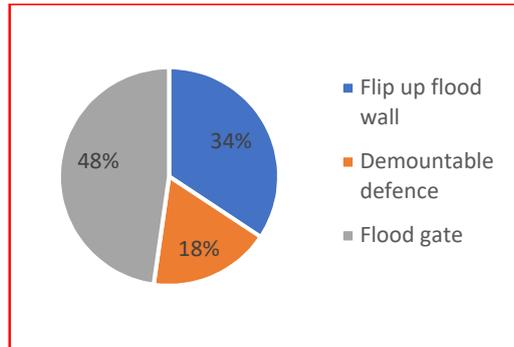
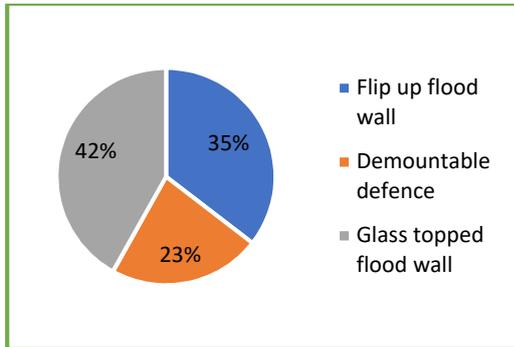
The eastern side of the bridge approach already has a sloping hard defence and what is need is for Highways to keep this in repair. The sailing club should be allowed to put up a wall if it chooses.

The only other need is to place large blocks along the exposed side of the spit seaward of the sailing club, preferably using concrete block like the existing wartime tank traps as large lumps of granite would look incongruous and out of place.

The sea groyne would change the area and would appear to be the most expensive option.

Area 3, The Ship Inn – Accepted shortlisted options

The below charts illustrate the percentage of respondents which found each of the shortlisted options for the area acceptable.



The general theme of comments made for Area 3 (Ship Inn) are concerning the condition of the existing quay wall and the carpark not requiring as much protection as listed buildings/people's homes.

Further comments:

The areas sea defences are failing and any option would be good.

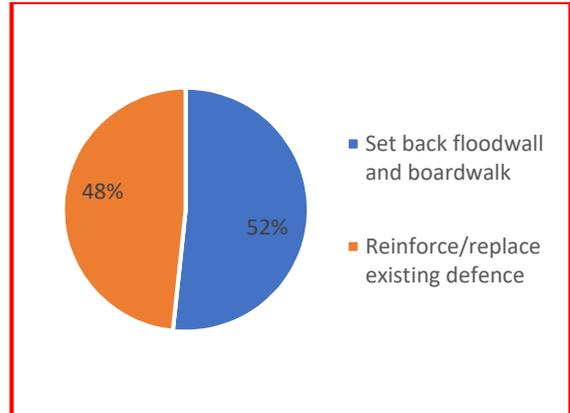
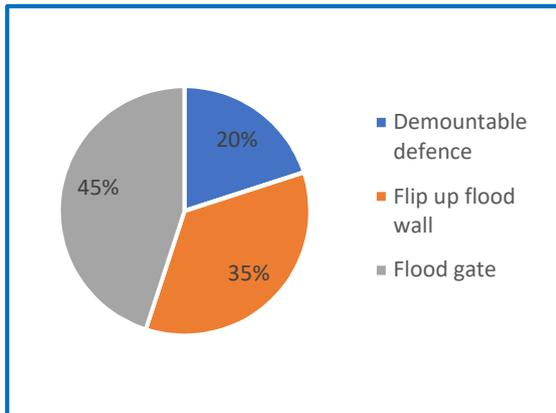
Protection please without too much gentrification. Flood gates would work. Glass topped good for disabled people in cars to see the view.

The existing brick wall is in urgent need of repair. If it was increased in height by 60cm this would solve the problems here.

The car park doesn't need the same level of protection as the pub/houses.

Area 3, Coastal Path – Accepted shortlisted options

The below charts illustrate the percentage of respondents which found each of the shortlisted options for the area acceptable.



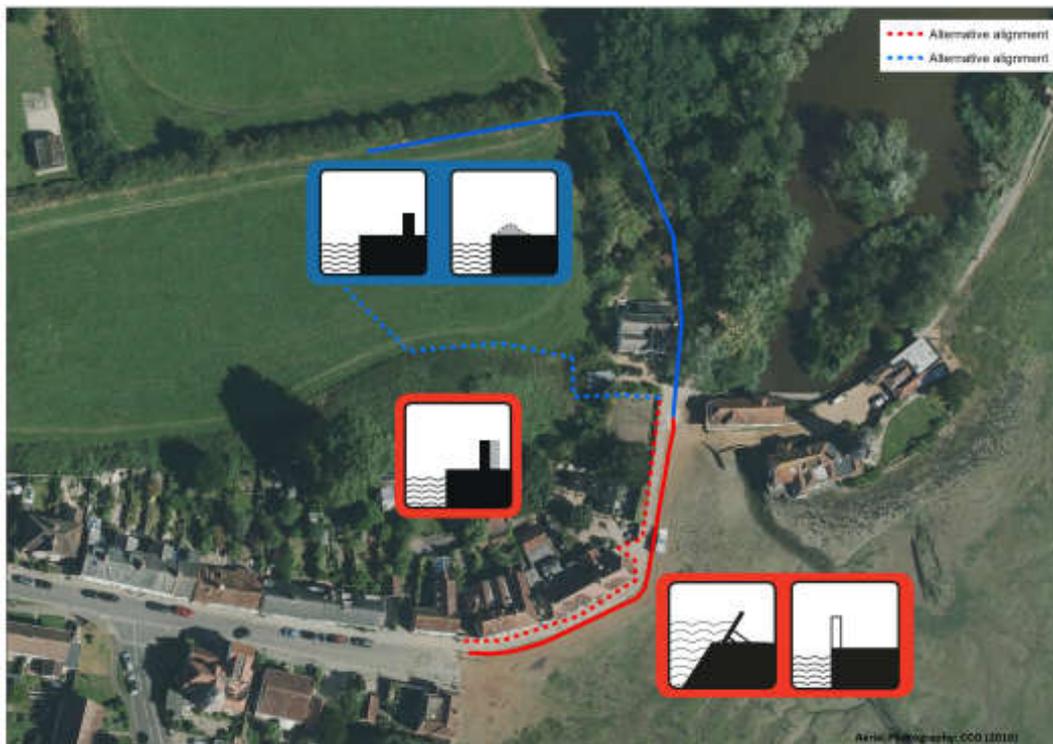
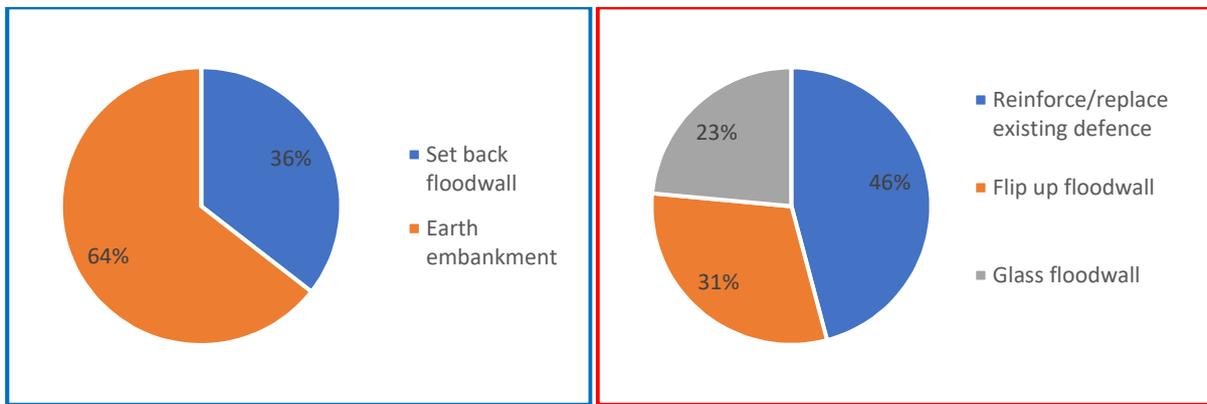
The general theme of comments made for Area 3 (Coastal path) are concerning how the existing defences could be reinforced and the importance of keeping the footpath as it is in order to preserve the character of the village.

Examples of further comments:

The walls along the path are part of the character of the village and need to stay the same so reinforcement from behind would be the only option I could approve.
This just needs good repair not overdoing or widening- lost character of the footpath is not desirable.
Too much gravel to allow safe operation of flip up floodwall
This needs repairing in the short term as it is degenerating quickly
The local council must accept responsibility to maintain any of the coastal protection schemes with financial backing. The idea of a boardwalk is short sighted without a maintenance programme.

Area 3, Royal Oak – Accepted shortlisted options

The below charts illustrate the percentage of respondents which found each of the shortlisted options for the area acceptable.



The general theme of comments made for Area 3 (Royal Oak) are concerning reinforcing the existing quay walls and not using permanent flood defence options.

Examples of further comments:

Sea wall needs repair and some occasional use barriers.
Neither flip up floodwalls or glass flood walls are in keeping with buildings.
Parking needs to be provided for this. Green King should contribute to improvements.
The listed buildings need to be left as unchanged as possible and the quay retained as it is but in good repair and condition.
If there is no obligation on anyone to maintain the sea wall as currently built (the council we are told only carries out essential maintenance) then this position needs to be changed and the council take over responsibility for the upkeep and maintenance of any scheme that goes ahead to protect the area from flooding.

Appendix B – Advertising flyer distributed to residents

Havant
BOROUGH COUNCIL

Langstone Coastal Defence Study

Protecting the future of Langstone

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 shortlisted coastal defence options for Langstone

Langstone Sailing Club: Tues 20th Nov, 4pm - 8pm
The Ship Inn, Langstone: Thurs 22nd Nov, 6pm - 9pm

We look forward to seeing you there
Visit www.escp.org.uk or email coastal.team@havant.gov.uk for more information

The Eastern Solent Coastal Partnership (ESCP), on behalf of Havant Borough Council are undertaking a feasibility study to appraise options and develop outline designs for sea defences at Langstone.

The majority of present defences have an estimated life of less than 5 years (without any maintenance) and therefore, without a future scheme the existing community will continue to be at significant flood risk.

Presently at risk of tidal flooding

- Over 50 residential and two non-residential properties
- The A3023 road, the only road access on and off of Hayling Island

We are pleased to invite you to our upcoming events where you will have the opportunity to find out more about the study and the coastal defence options shortlisted for assessment. We hope to see you there.

KEEP UPDATED

- coastal.team@havant.gov.uk
- www.escp.org.uk
- [/NorthPortseaIsland](https://www.facebook.com/NorthPortseaIsland)
- [EasternSolentCP](https://www.instagram.com/EasternSolentCP)
- [/EasternSolentCP](https://www.youtube.com/channel/UC...)
- [@EasternSolentCP](https://twitter.com/EasternSolentCP)

The drop-in events will be an excellent opportunity for the local community to learn about the study, meet our team of engineers and have their say on local aspirations for the future defences in Langstone.

Working together - protecting our coastline

AECOM **Havant** **EASTERN SOLENT COASTAL PARTNERSHIP**

The above shows the front and back of the advertising flyer that was distributed to residents 2 weeks prior to the events.

Appendix C –Exhibition poster boards displayed at the events

Who are the ESCP?

Eastern Solent Coastal Partnership

The ESCP undertakes a wide range of coastal management activities, including:

- Setting coastal management policy, through the development of Strategic Management Plans and Coastal Defences
- Designing and implementing C&D engineering schemes
- Regular monitoring, inspection and maintenance of sea defences
- Identifying opportunities to enhance our coastal environment
- Leading and contributing to industry forums
- Working with local communities, organisations and businesses on all aspects of our work

These different activities are delivered across 3 themes:

- Coastal Policy, Strategy and Development
- Capital Projects
- Operations

Partnership Vision:
 "To reduce the risk of coastal flooding and erosion to our communities and encourage the provision of technically, environmentally and economically sustainable coastal defences and protection measures."

The ESCP has been recognised as an example of best practice by the Environment Agency and Defra, with suggestions that the model should be encouraged across the rest of the country.

Since 2012 we have been delivering projects to the highest standard, reducing coastal flood and erosion risk to thousands of homes and businesses. The Partnership has surpassed the work that each Local Authority could have achieved in isolation delivering multi-million pound projects while making cost savings in excess of £1.5 million.

Funding Challenges

The Eastern Solent Coastal Partnership (ESCP), on behalf of Havant Borough Council (HBC) have undertaken the coastal defence study to explore options and identify suitable designs for defences on an ongoing basis.

The objectives of the study are:

- Identify the most appropriate way forward on heritage Langstone's front and rear sea walls into the future
- Cost the preferred approach
- Develop a business case for the preferred approach
- Identify potential sources of funding to progress a scheme

Funding has only been secured for this study. **FUNDING IS NOT guaranteed for detailed design and construction at this point.**

Appraisal and Outline Design Stage

£75,000
HBC Community Infrastructure Levy (CIL) funded

Detailed Design and Construction

It is likely there will be a funding shortfall of several million pounds

Potential sources to be explored: Grants from DEFRA, HBC Coastal Levy, HBC CIL, private contributions, community / resident fundraising

£301,000
Southern Regional Flood & Coastal Committee (SRFCCC) Local Levy funded

Why are we here?

2010 North Solent Shoreline Management Plan

The North Solent Shoreline Management Plan (NSMP) is a high level policy document setting out a framework for future management of the coastline over the next 100 years. It was adopted by Havant Borough Council in 2010 and recommends a 'hold the line' policy to maintain long-term the level of protection provided by the coastal defences in Langstone.

2013 Portchester Castle to Emmerth Strategy

The Portchester to Emmerth Strategy covers a 2.7km stretch of coastline from Portchester to Emmerth. The Strategy looks at how the NSMP policy will be implemented in a practical way and identifies areas where work may be required over the next 100 years. The Strategy recommends that the level of the defences at Langstone through a funded scheme.

2018 Langstone Scheme

The coastal defence scheme will aim to reduce flood and coastal erosion risk over the next 100 years for 123 properties, heritage assets and critical infrastructure including the A303, the only road crossing to the island. The current stage of the scheme will look to develop flood and Coastal Erosion Risk Management options for the Langstone frontage.

	RECORDS	CONNECTIONS	TOTAL
Properties	72	4	76
2018	72	4	76

Option Development

DO NOTHING: SEA WALL, FLOODGATES, DO MINIMUM, CAPITAL MAINTENANCE, RISK REDUCTION, DO NOTHING, DO MINIMUM, CAPITAL MAINTENANCE, RISK REDUCTION

Baseline Options

- DO NOTHING:** No new defences, capital maintenance of existing defences, risk reduction through improved signage and lighting, improved drainage, improved beach management, improved beach maintenance, improved beach management, improved beach maintenance.
- DO MINIMUM:** New defences, capital maintenance of existing defences, risk reduction through improved signage and lighting, improved drainage, improved beach management, improved beach maintenance, improved beach management, improved beach maintenance.
- DO SOMETHING:** New defences, capital maintenance of existing defences, risk reduction through improved signage and lighting, improved drainage, improved beach management, improved beach maintenance, improved beach management, improved beach maintenance.

Existing Defences

Area 1 Sea Wall: Estimated life of 5-10 years without maintenance, but less than 3 years in some locations.

Area 2 Earth Embankment to rear of shingle beach: Substantial life of 15-20 years without maintenance.

Area 3 Stone Wall: Substantial life of over 50 years without maintenance.

Area 4 Brick Wall: Substantial life of 10-15 years without maintenance.

Area 5 Concrete Block Wall: Substantial life of over 50 years without maintenance.

Area 6 Quay Wall: Substantial life of 10-15 years without maintenance.

Frontage Overview

The Langstone coastline has been divided into 4 areas, with each area having its own individual characteristics.

Area 1	Area 2	Area 3	Area 4
Mill Lane and Harbourside	Langstone Sailing Club and Spit	Langstone Village	The Quay and Mill Pond

Area 1 Mill Lane and Harbourside

Please tick all the options that you agree with:

Further comments on the options:

Shortlisted Options

- Defence Redundant: New 'footwall' setback from the existing defence.
- Earth embankment: Connected earth structures.
- Land raising: Raising the height of the land behind the existing defence.
- Cost raising: Increasing the height of the existing defence.
- Rebuild: A new higher vertical hard defence.
- Overlapping: Vertical wall placed into the ground in place of, or behind the existing defence.

Area 2 - Langstone Sailing Club and Spit

Please tick all the options that you agree with:

Further comments on the options:

Shortlisted Options

- Back erosion: Sloping structure created using rock.
- Beach replenishment: Addition of material to the beach to improve beach levels.
- Drystone: Sloping structure along seaboard to trap and hold material and extend the beach levels. This option would be in conjunction with beach replenishment.
- Earth embankment: Connected earth structures.
- Setback Redundant: 2.5m setback from the existing defence.
- Reinforced: Sloping hard defence.

Area 3 - Langstone Village Ship Inn

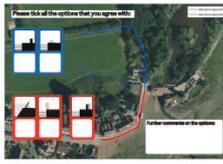
Please tick all the options that you agree with:

Further comments on the options:

Shortlisted Options

- High Redundant: A new higher vertical hard defence.
- Defence Redundant: A new higher vertical hard defence.
- Flood gate: A vertical gate with open during normal conditions, but can be closed to prevent flood water from entering.
- Setback Redundant: 2.5m setback from the existing defence.
- Setback plus stepped footwall: 2.5m setback from the existing defence and a stepped footwall.
- Overlapping Redundant: Vertical wall placed into the ground in place of, or behind the existing defence.

Area 3 - Langstone Village Royal Oak



Shortlisted Options

Reinforce / replace existing defences: Reinforce boundary and low walls to improve their resilience and flood proof buildings.	
Fill-up floodwall: Fill up holes in sea wall to the ground level and seal to form a flood wall when required.	
Over floodwall: A new floodwall made from reinforced concrete.	
Earth embankment: Complete earth embankment.	
Seal-off floodwall: A new floodwall back from the existing defence.	



Area 3 - Langstone Village Coastal Footpath



Shortlisted Options

Demountable defences: A temporary defence that can be removed when not needed.	
Fill-up floodwall: Fill up holes in sea wall to the ground level and seal to form a flood wall when required.	
Floodgate: A temporary gate with a pump handling capability, to allow the sea to flow back to the sea when required.	
Seal-off floodwall and low wall: A new floodwall back from the existing defence.	
Sea fence / replace existing defences: A new sea fence back from the existing defence.	



Area 4 Old Mill and Mill Pond



Area 4 extends from the Old Mill to the slipway located to the north east of the Mill Pond.

The key drivers for managing the coastline in this area are:
 The special environment, given the proximity to nationally and internationally protected habitats and wetlands.
 The terrestrial environment, given the Mill Pond is locally designated as a Site of Importance for Nature Conservation (SINC).
 To maintain access to the properties and designated footpaths.

The project team will continue to liaise with the landowner in respect to managing this privately owned frontage.

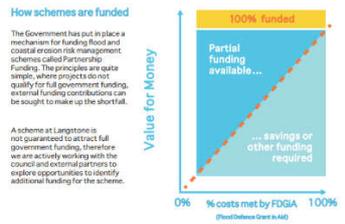


Coastal Roles & Responsibilities

Coastal Protection Authorities and the Environment Agency have permissive powers to carry out works to protect against coastal flooding and erosion. However this is not a legal obligation. This means Havant Borough Council has the 'power' to carry out coastal protection works but is not duty bound to do so and will not be liable for the failure to exercise these powers.

In general, Local Authorities and the Environment Agency will only act where there is a wide public benefit in doing so and where there is a clear economic benefit and / or an appropriate engineering solution that is achievable.

Private landowners are responsible for flood and erosion protection on their own land and must act within statutory planning regulations and other applicable legislation.



Heritage Considerations

The coastline at Langstone is popular with locals and tourists due to its unique setting and is an important cultural heritage area.

<p>Mill Lane & Langstone Conservation Areas</p> <p>Two conservation areas lie within the study area, Mill Lane and Langstone. Langstone has 7 Grade II listed buildings including The Ship Inn and the Royal Oak public house, and which sit within the flood risk area.</p>	<p>Historic Causeway</p> <p>An historic causeway, known as the Whodney, lies within the only crossing between Langstone and Hayling Island before the bridge was built.</p>
<p>Hayling Billy Trail</p> <p>The popular Hayling Billy Trail follows the route of the former railway line that connected Hayling with Hayling Island. It is one of the most popular of the walking routes originating from the rail and access to Hayling Island.</p>	<p>Archaeology</p> <p>Langstone was an important area in the Roman period and the AD213 follows the line of the Roman road that ran from Hayling Island to Havant. The area also has potential for prehistoric and medieval buried archaeology.</p>



Environmental Considerations

Langstone and Chichester Harbour and the surrounding land supports a large variety of wildlife and habitats, the majority of which are protected at an international level by law. Any scheme must be designed in compliance with these laws.

Ecological Surveys

We have completed specialist habitat surveys to determine which species could be impacted by the works. These surveys will be conducted in conjunction with external experts including Natural England, the Environment Agency, the RSPB, the Wildlife Trusts and Havant Borough Council's ecology team.

Environmental Designations

Internationally important populations of rare waders and wintering birds visit Langstone and Chichester Harbours during the winter. The harbours contain areas of saltmarsh, mudflats and eelgrass habitats that support these bird species alongside fish and marine mammals (including common and grey seals).



What happens next?

Now: Public events / Shortlisted options	Spring 2018: Shared approval	Summer 2018: Public outreach / Preferred options	Winter 2018: Funding application for the next stage (detailed design and construction)
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Find out more

To monitor the progress of this study and to receive regular updates of other projects and events, please follow us online via one of the links below.

Visit our Website: www.ecp.org.uk
www.havant.gov.uk

Like us on Facebook: [Eastern Solent Coastal Partnership](https://www.facebook.com/EasternSolentCoastalPartnership)
 Havant Borough Council

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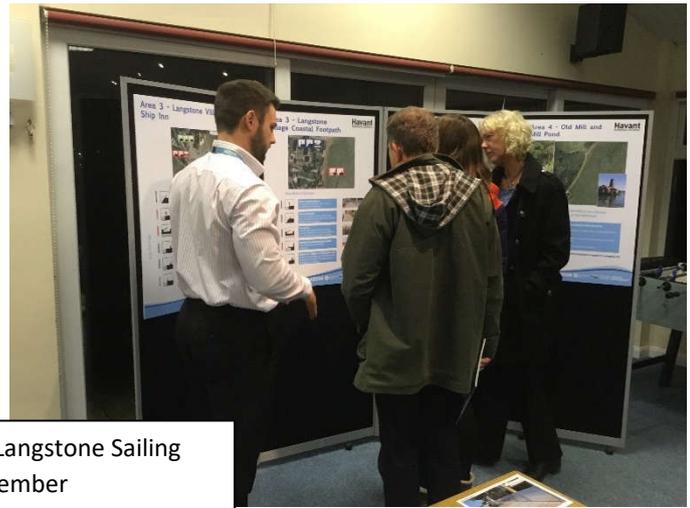
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 Havant Borough Council

Appendix D – Photographs taken at the events



Photos taken at the Langstone Sailing Club on the 20th November



Photos taken at the Ship Inn on the 22nd November

