



Langstone Flood and Coastal Erosion Risk Management Option Appraisal Study

Langstone Stakeholder Working Group (LSWG)
Workshop Report

Langstone Hotel 5th September 2018



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Project Reference	LSWG050918
Author	Adam Sennitt, Coastal Engineer
Checked by	Peter Scannell
Date/initials check	PS 01/10/2018
Approved by	Sam Box
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Contents

1	Introduction	3
1.1	Purpose of this document.....	3
1.2	Wider engagement	3
2	Workshop summary.....	4
2.1	Attendees.....	4
2.2	Format.....	4
3	Workshop Results	4
3.1	Exercise 1 – Coastal Defence	5
3.1.1	Summary of comments by area	6
3.1.2	Key actions for study (Coastal Defences).....	7
3.2	Exercise 2 – Recreation & Access.....	7
3.2.1	Summary of comments by area	8
3.2.2	Key actions for study (Recreation & Access).....	9
3.3	Exercise 3 – Wider Opportunities and Broader Considerations	10
3.3.1	Summary of comments by area	10
3.3.2	Key actions for study (Wider Opportunities and Broader Considerations)	11
4	Stakeholder Feedback from feedback form	12
4.1	Did you find the presentation, clear and concise and easy to understand?	12
4.2	Did you find the table-top activity easy to understand and useful and constructive?.....	13
4.3	Did you find the information clear and concise and easy to understand?	14
4.4	How would your organisation like to be kept informed on progress?	15
4.5	Would you like the next Langstone Stakeholder Working Group meeting to be held around the time of the shortlisted options public exhibitions later in the year?	15
4.6	Do you feel you have had an opportunity to show your view?	15
5	Next Steps	16

1 Introduction

The Eastern Solent Coastal Partnership (ESCP), in collaboration with AECOM Infrastructure & Environment UK Limited, is undertaking a Flooding and Coastal Erosion Risk Management Option Appraisal Study for Langstone on behalf of Havant Borough Council (HBC). The Study area covers the coastal frontage between the Langbrook Stream to the west of Mill Lane to just east of the Royal Oak Public House. Residential and commercial properties (including listed buildings), a sailing club and historical landmarks are present along the Langstone frontage and both Langstone and Chichester Harbours are environmentally designated.

The Option Appraisal Study is being funded by a combination of Regional Flood and Coastal Committee (RFCC) Local Levy and Community Infrastructure Levy (CIL).

1.1 Purpose of this document

This workshop report seeks to set out the findings of the Langstone Stakeholder Working Group (LSWG) workshop held at the Langstone Hotel, on the 5th September 2018. The feedback received during this meeting will be used to inform the development of the study, accounting for and capturing key stakeholder input and ideas.

1.2 Wider engagement

This workshop forms part of a wider engagement process being undertaken throughout the duration of the project.

A Stakeholder engagement strategy has been developed with a clear methodology that will help to ensure that the relevant stakeholders are informed at the right time. Ultimately the aim of the engagement process is to generate stakeholder ownership and acceptance of the preferred coastal management options.

Overall strategic aim:

We will engage with the local community, businesses and public bodies along, and with an interest in, the Langstone coastline:

- to raise an awareness and understanding of coastal flood and erosion risk
- to identify the challenges and constraints
- to be involved in the decision-making process for managing our coastline

Engagement will inform coastal management options bearing in mind what is technically feasible, publicly acceptable, most financially viable and environmentally acceptable.

Each stakeholder is likely to have a unique view on the use, development and protection of any coastal frontage. As such they can be a source of indispensable information which can be used to define issues and objectives, steer option development and achieve consensus on a preferred option.

The workshop format at the Langstone Hotel aimed to both give and receive information to and from key stakeholders from Langstone.

2 Workshop summary

2.1 Attendees

Key stakeholders with a broad Range of backgrounds were invited to attend the workshop. These included local resident’s associations, recreational groups, local businesses and conservation groups. A list of all those organisations that attended can be found in table 1.

Table 1 - Stakeholder Groups with representation at the workshop.

Stakeholder Group Representation	
Havant Civic Society	Langstone Sailing Club
Havant Borough Council	Langstone Conservation Group
Langstone Rowing Club	Solent Protection Society
Langstone Residents Association	The Ship Inn
Langstone Village Association	

2.2 Format

The format of the workshop involved an introductory presentation given by the project manager, followed by an interactive table top exercise.

The presentation consisted of a brief introduction explaining the aims and objectives of the of the LSWG and the objectives of the workshop, followed by an overview of the ESCP and the work they undertake in order to help attendees understand their role and why they are leading on the project.

An introduction to the study was also provided, covering the strategic setting, key drivers, funding, works done to date, programme and next steps for the project.

The second half of the workshop involved a series of structured and facilitated map-based exercises. The purpose of which was to share information and gather feedback; to explore questions, address concerns and explore opportunities; to gain a wider understanding of local aspirations and to understand what is viewed in the community as a successful scheme. The exercises were focused around Coastal Defences, Recreation and Access, and Wider Opportunities and Broader Considerations.

Three tables were set up for this exercise operating on a carousel, with a facilitator and note taker on each table. Each group had 15 minutes per exercise. Large maps were annotated with post-it notes. The facilitators and note takers recorded key points and reported back to the room at the end of the exercise.

Seeking this type of information at an early stage in the project ensures that any coastal management options put forward by the study consider how those that have a vested interest in the coast wish to see it evolve. The findings of this workshop will help inform the final coastal management options bearing in mind what is technically feasible, publicly acceptable, financially viable and environmentally acceptable.

3 Workshop Results

The results from the workshop have been summarised per theme (Coastal Defence, Recreation and Access; and Wider Opportunities and Broader Considerations) in relation to each area as shown below in Figure 1.

Figure 1 - Langstone Frontage Unit Boundaries



3.1 Exercise 1 – Coastal Defence

Discussion points:

- How do you the key stakeholders feel about the current condition of coastal defences along the study frontage?
- How and where do you think things could be improved?

Questions considered during the exercise:

- What is the risk to the local community? Can you identify where?
- Where are the locations where defences are in a particularly poor condition?
- What are the key features and issues relating to the coast for your organisation?
- What should be the priority for the study and why?
- Are there any defence issues which concern you?
- What defence improvements would you like to see?

Figure 2 - West Langstone Sea Defences, January 2014 Photo credit: Miss Coutts



3.1.1 Summary of comments by area.

3.1.1.1 *Mill Lane and Harbourside*

- Overtopping of defences has previously been an issue in this area during previous storm events.
- Aesthetics are less important in this area
- Residents have previously tried to conduct works/repairs on privately-owned walls in this area but found it difficult to obtain the necessary information to do so.

3.1.1.2 *Sailing Club and Langstone Spit*

- Provision of defences are critical to secure the highway access onto Hayling Island.
- Langstone Spit is rapidly eroding and losing volume from the edge - there are concerns over the safety and access of the spit.
- Langstone Spit effectively provides a natural flood defence to Langstone Sailing Club - there are concerns over the implications of losing the spit for both the Sailing Club and residents from the wider area.
- Concerns over the original protection measures that were put in place along the spit and how these were not appropriate to begin with.
- Options such as rock armour and/or granite boulders would be preferable for protection of the spit, as these are more in keeping with the nature of the area.
- Flooding has previously occurred at the top of the Sailing Club slipway.
- The Sailing Club's defences are generally in a fair condition, though the condition of the revetment is locally poor near the bridge.
- Could something to break waves offshore be considered?

3.1.1.3 *Langstone Village*

- Any defences must be aesthetically acceptable to the community.
- Could funding be accessed to improve the Property Level Protection (PLP) approach in this area?
- Rear access (for vehicles and deliveries) could be considered for the Royal Oak, if defences are improved along the front edge of the path.
- Key considerations near the Royal Oak include footpath height along the frontage and wear and tear to the defences (e.g. loading/unloading and whether the state of the foreshore is sufficient for the traffic using it - including commercial vehicles).

- Access near the Royal Oak and The Ship would need to be considered and perhaps widened where possible - porosity of the harbour wall is also an important consideration in this location.
- Emergency repairs have previously been carried out on the defences by the Royal Oak.
- Defences lower by the back of The Ship - this presents a serious flood risk to The Ship.
- Wall height near The Ship is very important.
- Flood gates and demountable defences could be considered near The Ship - these wouldn't be ideal, but could be an option nonetheless.

3.1.1.4 *Mill Pond*

- Tie-in for new defences will be very difficult here, as there will be limited high ground to tie into.
- Concerns over future protection of the Site of Importance for Nature Conservation (SINC) - the SINC is already quite brackish from saline water and there are concerns that this will only worsen with the effects of climate change.
- The walkway is of critical importance to both residents and visitors; therefore, access needs to be maintained at all costs.
- The scheme could provide an opportunity to improve access for the footpath.

3.1.2 *Key actions for study (Coastal Defences)*

- Work with residents to understand previous private defence works / repairs and their aspirations for future works.
- Ensure proposed options for Langstone Spit consider public safety and access.
- Consider the future evolution of Langstone Spit with and without defences as part of the coastal process study.
- Ensure defence options such as rock armour or boulders are considered for Langstone spit.
- Ensure defence options which break waves offshore are considered in the long list of options.
- Work with the Langstone Sailing Club to understand their current defence maintenance schedule and past flood events.
- Ensure aesthetics and community acceptability are considered during option appraisal.
- Consider access requirements by the Ship and Royal Oak during option appraisal.
- Ensure defence options such as flood gates and demountable defences are considered for the Ship.
- During option appraisal, consider access requirements to the coastal path alongside the Old Mill and importance of maintaining the SINC.
- The tie-in for new defences needs extra consideration as there is limited areas to tie into.

3.2 *Exercise 2 – Recreation & Access*

Discussion Points:

- How do you use this coastal area?
- How could recreation and access to the coast / water be improved?

Questions considered during the exercise:

- How could things be improved for any groups you are a member of?
- Can we work in partnership?
- Where on the coast do you enjoy the most?

- What sort of activities are undertaken and where?
- How could the scheme incorporate recreational / access improvements?

Figure 3 - High tide recreation in front of The Royal Oak, Langstone



3.2.1 Summary of comments by area

3.2.1.1 *Mill Lane and Harbourside*

- The 'Wayfarers walk' and the 'Solent Way' are popular walking routes that pass through Southmoor, Mill Lane and Langstone High Street.
- Concerns about how the water course of the Langbrook stream will be affected by any defences
- It would be nice if the scheme could incorporate Southmoor Field.

3.2.1.2 *Sailing Club and Langstone Spit*

- The western side of the spit is a popular launch area for windsurfers, kayaks and SUPs. It's also a well-used area for bait diggers.
- Locals and visitors use this area to walk dogs - it's often difficult to cross the busy road
- The spit is botanically rich with wildlife and nature (plants etc) and must be looked after - maintenance of any structures should be carefully considered and the correct materials used. Maintenance of the spit is important.
- The spit is considered as 'wild Langstone' and historically important, it gets used regularly for dog walking, fishing and archaeological interests - it would be good to have waterfront access all the way around the spit. The spit is a good sea defence for the sailing club, although, it builds up a lot of sediment.
- Concerns about the spit disappearing and about silt build up by the spit.
- Concerns about vandalism on the spit, dog fouling and footfall erosion.
- The Venturi building by the sailing club could be made something of for the community.
- The sailing club has a young peoples' sailing training centre, it's often too difficult to cross the busy road with the dinghy's, so boats are kept on both sides of the road.

3.2.1.3 *Langstone Village*

- There are two slipways on the eastern side of the bridge, the slipway south of the Ship Inn carpark (by the bridge) is the most used by the public, it needs improving, it gets congested. The slipway further south by the bridge is mostly used by the sailing club.
- There's often no access to the slipway due to parked cars in Ship Inn car park, access could be made wider.
- Could we have a footpath running along the bridge on the Langstone side where the HCC sloping defence is?
- Cyclists often use the road at the bridge rather than the designated cycle track on the pavement.
- The Ship Inn car park is very well used and a popular place to park very close to the water's edge for views at high tide and mudflats at low tide. It also gets used by walkers, cyclists, water users and more - many people park their cars there for the day whilst they partake in their leisure activities (there's no charge). The Ship Inn car park could be made bigger.
- Concerns about the loss of the ship Inn car park.
- Parking is an issue, it's too limited and there's no alternative.
- Concerns about the deterioration of the footpath between the Ship Inn and the Royal Oak.
- The A3023 is very busy and difficult to cross - a facilitated crossing is needed by the bus stop at the entrance to the Ship Inn car park - traffic calming is also needed on this part of the road (40 mph speed limit).
- A crossing would be a way of linking both sides of the village 'joining Langstone together'.
- Water level behind the houses next to the Royal Oak, 'when the flap's not working, flooding occurs behind properties (water flap at the end of the High Street by the Royal Oak).
- The pathway from the Ship Inn follows the shoreline past historic buildings to The Royal Oak public house and behind the Old Mill - this pathway could be a continuous route and it needs better access for disability.
- More information is needed on display, explaining and promoting the historic aspects of Langstone such as the Wadeway and the buildings, and environmental interests - also information about water and mudflats safety.

3.2.1.4 *Mill Pond*

- Concerns about people getting stuck in the mud.
- The Langstone Cutters store and launch their boats from this area, continued access is important.

3.2.2 *Key actions for study (Recreation & Access)*

- Consider coastal access and improvement of paths / cycleways as part of the coastal defence options.
- Work with HBC to consider how / if the Venturi building can be used for the local community.
- Work with Hampshire County Council to consider how crossing the road can be improved / made safer, linking both sides of the village together.
- When appraising management options at Langstone Spit, ensure consideration is given to the recreational, historic and environmental aspects of the spit.
- Consider the future evolution of Langstone Spit with and without defences and implications of associated silt build up at the Langstone Sailing Club as part of the coastal process study.
- Consider slipway access when appraising options.

- When developing future defence options, consider improved disabled access between the Ship Inn, the Royal Oak and the Old Mill.
When developing coastal management options look to incorporate broader outcomes such as addressing parking issues and installing information boards if funding allows.

3.3 Exercise 3 – Wider Opportunities and Broader Considerations

Discussion Points:

- In addition to flood defences, what other environmental or heritage opportunities could be incorporated into a scheme?
- Imagine there were no financial limitations, what is your long-term vision for the Langstone frontage? This is about broader outcomes and delivering more than just flood and coastal erosion risk management.

Questions considered throughout the exercise:

- Do you know of any local initiatives in your area we could potentially work with?
- Consider historic environment? Heritage?
- Environmental enhancements / considerations?
- Think outside of the box, anything goes!



Figure 4 - High tide Langstone

3.3.1 Summary of comments by area

3.3.1.1 *Mill Lane and Harbourside*

- The distinction between the wild side on the west side of the frontage and the built-up aspect on the east side of the frontage is a key component of the area that shouldn't be lost.

3.3.1.2 *Sailing Club and Langstone Spit*

- Provision of additional benches/seating areas on the west side - HCC discretionary grants may be available to do this. Seating could be made out of old railway sleepers.
- Potential to improve footpath on the spit.
- Information boards could be placed along the spit, to complement the existing boards, displaying information on the heritage, history and ecology of the area - local/community input to designing the boards would be preferable.

- Bait diggers are contributing to the erosion of the spit - is there potential that this activity could be regulated in certain areas?
- The cycleway could be extended along the Spit.
- Local artwork could be displayed at key points along the Billy Trail.
- Greening of new defences would be preferable along the Western extent.
- Improved planting and landscaping and take advantage of key views.
- Could the area of land on the east side of the A3023, opposite the Sailing Club, be made into a car park?
- There is potential to use the Venturi Building near The Ship as a visitor information centre - this would need input from HBC
- Potential to widen the road and give cyclists more room.

3.3.1.3 *Langstone Village*

- Improved mooring options along the frontage and better boat access along the sea wall of the Ship car park.
- Bike storage by The Ship Inn - this area could be used as a cycle hub.
- A pier next to the Ship Inn.
- More seating around the Ship Inn car park. Increasing the amount of seating may not be a good thing, as it is a way of sub-urbanising the area.
- Traffic lights needed between the Ship Inn and the cycle path.
- Important to keep access to Hayling Island at all times during construction.
- The idea of a footbridge instead of traffic lights/pedestrian crossing - a subway was also suggested.
- Pedestrian crossing across the main road by The Ship Inn - can often see young families struggling to cross safely - could improvements be made here?
- Improve key views.

3.3.1.4 *Mill Pond*

- The Mill Pond area could be used as a designated area for bird watching.
- The need for a good footpath which can be walked along at all stages of the tide is key (i.e. so it doesn't flood regularly).
- Natural England are leading on coastal path development - how does the funding for these improvements feed into the Langstone scheme and what is the link to the EA/GiA funding? Could we work with NE to improve the footpath?
- Potential to improve the footpath to Emsworth and better maintain it.

3.3.2 *Key actions for study (Wider Opportunities and Broader Considerations)*

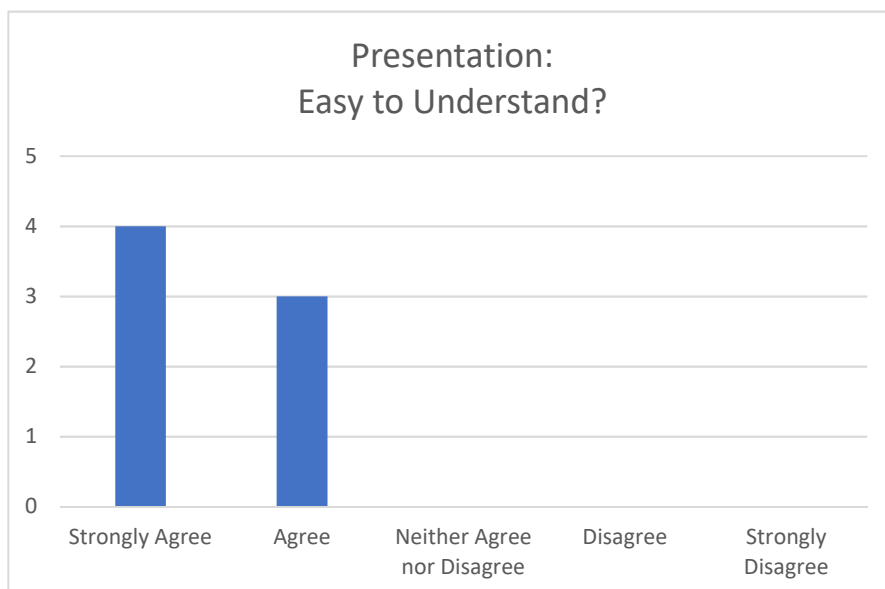
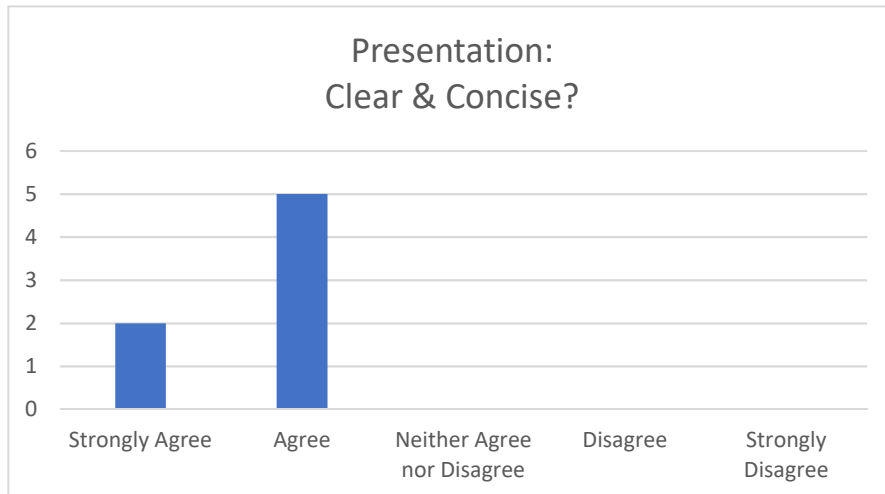
- When developing future options consider the distinction between the wild side to the west of Langstone and the built-up aspect on the east side of the frontage.
- When considering broader outcomes include improving public spaces through planting and landscaping, additional seating areas, increased interpretation boards and art work to compliment the area and take advantage of key viewpoints.
- Ensure option appraisal considers impacts on landscape and views.
- Work with HBC to consider how / if the Venturi building can be used for the local community.
- Work with Hampshire County Council to consider how crossing the road can be improved / made safer, linking both sides of the village together.

- Consider incorporating broader outcomes such as designating key areas for bird watching along the frontage and improved parking if funding and regulations allow.
- Work with HCC to consider improvements to the designated coastal footpaths and with Natural England in relation to the development of the England Coast Path.

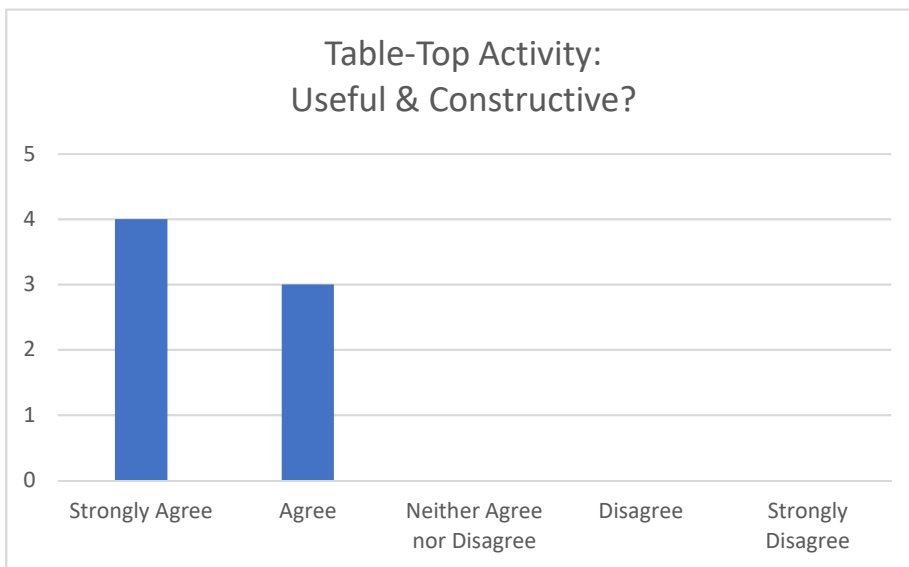
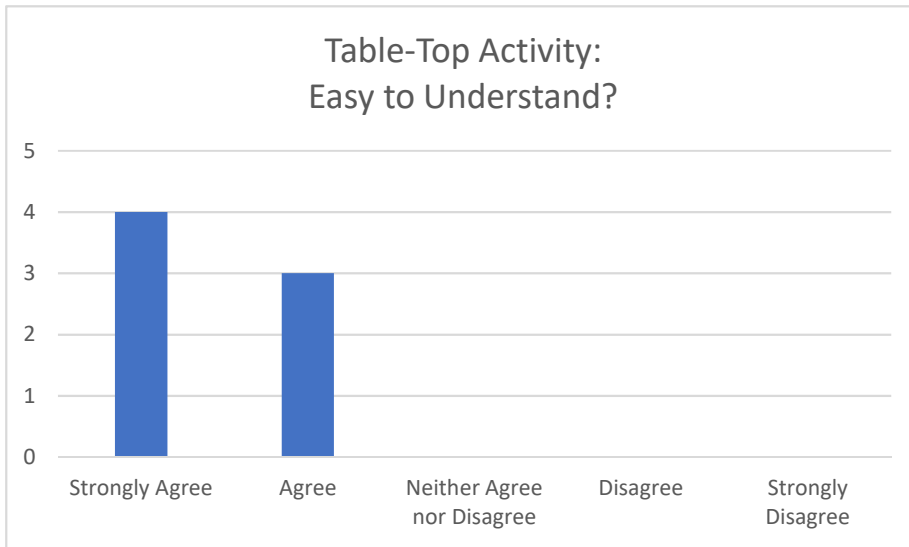
4 Stakeholder Feedback from feedback form

Workshop attendees were given the opportunity to feedback on how they felt the workshop went and reflected on the different elements of the activities. Outlined below are the questions asked and the responses received.

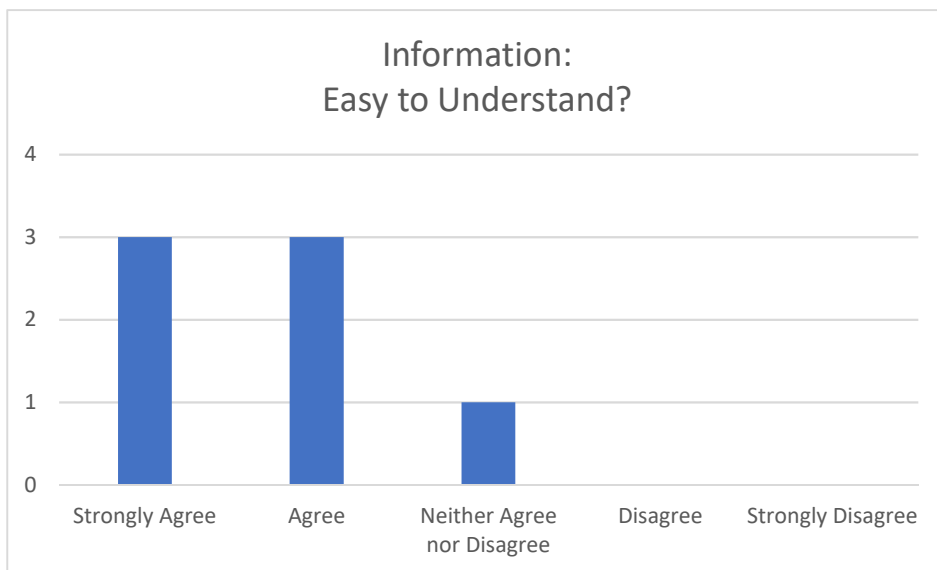
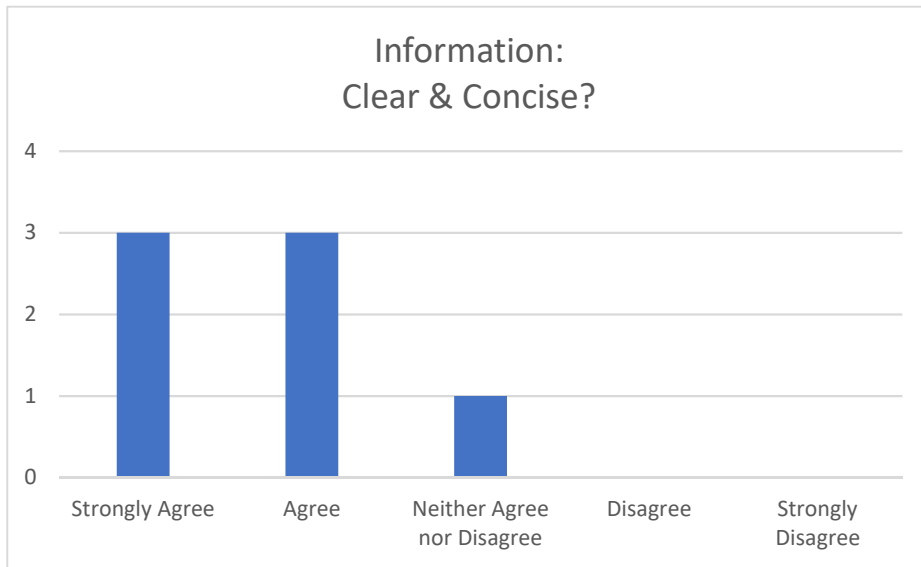
4.1 Did you find the presentation, clear and concise and easy to understand?



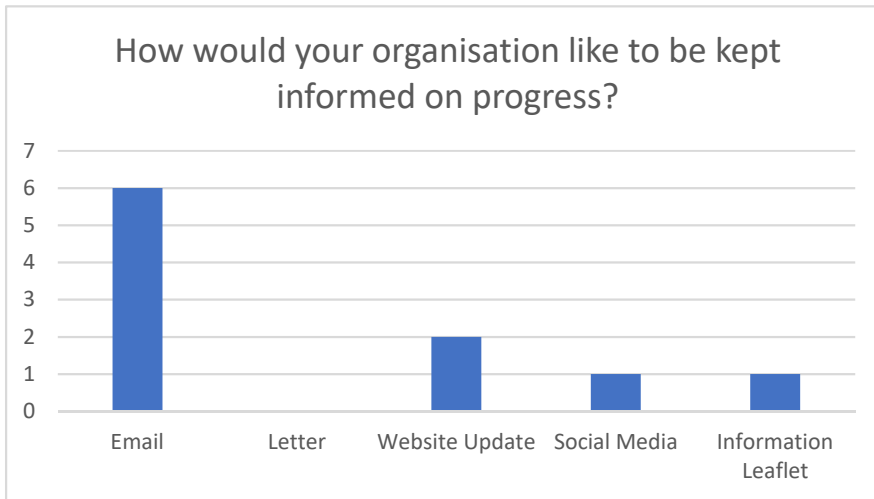
4.2 Did you find the table-top activity easy to understand and useful and constructive?



4.3 Did you find the information clear and concise and easy to understand?



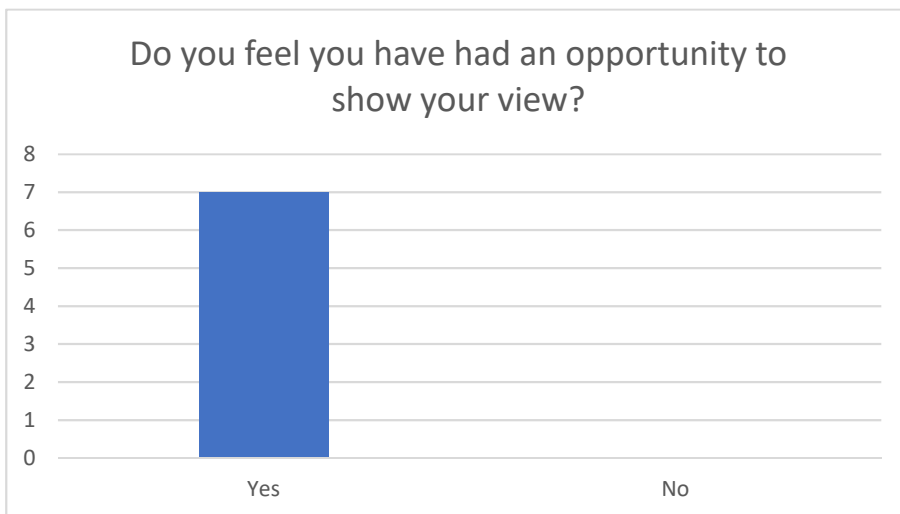
4.4 How would your organisation like to be kept informed on progress?



4.5 Would you like the next Langstone Stakeholder Working Group meeting to be held around the time of the shortlisted options public exhibitions later in the year?



4.6 Do you feel you have had an opportunity to show your view?



5 Next Steps

The LSWG workshop has proved a valuable exercise in seeking the views and ideas of organisations and individuals from across the Langstone area. Early engagement with key stakeholders allows a two-way dialogue and a platform for building trust and mutual collaboration. The feedback received both during and after the event was extremely positive in terms of the workshop content and the way it was run. There was also robust support for the Study and what it is trying to achieve. Those Key Stakeholders who were unable to attend the workshop, will be approached again as the project progresses to ensure that any relevant views are captured.

All the opportunities, ideas and issues identified at the workshop, which are relevant to the Study and its broader aspirations, will be fed into the development of options for managing the Langstone coastline. These options will be shortlisted and tested, accounting for the range of economic, environmental and practical considerations and with climate change and sea level rise in mind.

The next LSWG workshop will take place early November, date TBC. This will be an opportunity for the project team to share the shortlist of options in advance of the public consultation in mid-November.

During the period of public consultation, key stakeholders and the public will be invited to attend a series of exhibitions / drop in events to review and provide feedback on the proposals. Ongoing discussions with key stakeholders will also continue throughout the project and further meetings will take place as required.

Following this period, further appraisal work will take place to draft the preferred defence management options. A second public consultation period will take place in June 2019 to provide the Langstone community and public an opportunity to review and provide feedback on the proposals.