



Environmental Statement
Appendix M1
Cultural Heritage Desk Based
Assessment. November 2018
Langstone FCERM SCHEME

Langstone Flood and Coastal Erosion Risk Management Scheme

Cultural Heritage Desk-based Assessment

Prepared for Eastern Solent Coastal Partnership

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Quality information

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1. Introduction

1.1 Background

AECOM has been commissioned by East Solent Coastal Partnership (ESCP), to complete a Cultural Heritage Desk-based Assessment (DBA). The assessment forms part of a flood defence scheme (the potential scheme alignment) at Langstone, Hampshire. The flood defence scheme focuses on the 1 km Langstone frontage (hereafter referred to as the 'Site') located on the mainland, just to the north of Hayling Island. Langstone frontage forms part of a wider flood cell that also covers the adjacent Southmoor frontage to the west.

The assessment identifies all known designated and non-designated heritage assets within a defined study area surrounding the Site. It assesses the potential for as yet unknown archaeological remains to be present on or adjacent to the 1 km Langstone frontage and places the site within its wider heritage context to inform the assessment of significance of the heritage resource.

1.2 Objectives

The objective of this assessment is to identify, map and assess the significance of all designated and non-designate heritage assets present within the potential scheme alignment and study area (as well as those in the wider vicinity that may be potentially affected), and to determine the potential for the presence of, as yet, unknown archaeological remains. The baseline conditions presented in this document provide the evidence base to inform the decision making process in respect to avoiding, minimising and/or mitigating the impact to both the known and potential heritage assets identified arising from the proposed scheme.

The objectives of the DBA are:

- To identify designated heritage assets within the Site and study area and assess components of their setting that contribute to their significance;
- To place the Site within its full historic context through the collection of baseline information;
- To identify known designated and non-designated heritage assets within the Site and study area;
- To identify the extent of previous ground disturbance which may have affected archaeological survival; and
- To identify the potential for, as yet, unknown heritage assets within the Site.

This report presents the findings of an assessment of the baseline conditions and effects on the heritage resource within the Site and surrounding study area.

2. Legislation and Planning

2.1 Legislation

Planning (Listed Building and Conservation Areas) Act (1990)

The Act sets out the principal statutory provisions which must be considered in the determination of any application affecting either listed buildings or conservation areas.

Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 provides that when considering whether to grant permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. As a consequence, the desirability of preservation must be given considerable importance and weight in the decision making process.

Section 72 of the Act states that with respect to buildings or land within a conservation area, special attention should be paid to the desirability of preserving or enhancing the character or appearance of that area.

2.2 National Planning Policy

National Planning Policy Framework, 2018

The revised National Planning Policy Framework was published 24 July 2018. The revised NPPF continues to sets out the Government's planning policies for England and how these should be applied to contribute to the achievement of sustainable development. There are policies protecting the historic environment throughout the revised NPPF. Section 12 highlights the importance of good design as a key aspect of sustainable development. Paragraph 127c draws attention to the importance of the design being "sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)". In addition, paragraph 127d points out that planning policies and decisions should ensure "developments establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit".

Section 16 of the revised NPPF deals specifically with "conserving and enhancing the historic environment". Where changes are proposed, the NPPF sets out a clear framework to ensure heritage assets are conserved, and where appropriate enhanced, in a manner that is consistent with their significance.

The NPPF sets out the importance of being able to assess the significance of heritage assets that may be affected by a development. Significance is defined in Annex 2 as being the, 'value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic.' Significance is not only derived from an asset's physical presence, but also from its setting. The setting of a heritage asset is also defined in Annex 2 as, 'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve.'

Paragraph 189 of the NPPF states that when determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Similarly there is a requirement on local planning authorities, having assessed the particular significance of any heritage asset that may be affected by a proposal; to take this into account when considering the impact of a proposal on a heritage asset (paragraph 190).

In determining planning applications, local planning authorities should take account of the following three points:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality;

- The desirability of new development making a positive contribution to local character and distinctiveness (paragraph 192); and
- Opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraphs 193 to 197 of the NPPF introduce the concept that heritage assets can be harmed or lost through alteration, destruction or development within their setting. This harm ranges from less than substantial through to substantial. With regard to designated assets, paragraph 193 states that the more important the asset, the greater the weight should be on its conservation. This is irrespective of the level of harm to its significance as a result of any proposals. In paragraph 194, a distinction is made in respect of those assets of the highest significance (e.g. grade I and grade II* listed buildings) where substantial harm to or loss should be wholly exceptional.

In instances where development would cause substantial harm to or total loss of significance of a designated asset consent should be refused unless that harm or loss is 'necessary to achieve substantial public benefits that outweigh that harm or loss' (paragraph 195). In instances where development would cause less than substantial harm to the significance of a designated asset the harm should be weighed against the public benefits of the proposal including its optimum viable use (paragraph 196).

Paragraph 197 states that 'the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset'. Distinction is made between those non-designated assets of archaeological interest which are demonstrably of equivalent significance to scheduled monuments they should be considered against policies for designated heritage assets (footnote 63).

The NPPF therefore recognises that a balance needs to be struck between the harm caused to heritage assets and the delivery of public benefit.

Planning Practice Guidance

Planning Practice Guidance (PPG) is a government produced interactive on-line document that provides further advice and guidance that expands the policy outlined in the NPPF.

It expands on terms such as 'significance' and its importance in decision making. The PPG clarifies that being able to properly assess the nature, extent and the importance of the significance of the heritage asset and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals. (paragraph: 009, Reference ID: 18a-009-20140306, Revision date: 06 03 2014).

The PPG states that in relation to setting, a thorough assessment of the impact on setting needs to take in to account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it (paragraph: 013, Reference ID: 18a-013-20140306, Revision date: 06 03 2014).

The PPG additionally discusses how to assess if there is substantial harm. Whether a proposal causes substantial harm will be a judgment for the decision taker, having regard to the circumstances of the case and the policy in the National Planning Policy Framework. In general terms, substantial harm is a high test, so it may not arise in many cases. It states that in the matters considered when assessing whether a proposal causes substantial harm is the impact on the significance of the asset. It is the degree of harm to the asset's significance, rather than the scale of the development that is to be assessed (Paragraph: 017). Generally, harm to heritage assets can be avoided or minimised if proposals are based on a clear understanding of the heritage asset and its setting (paragraph: 019, Reference ID: 18a-019-20140306, Revision date: 06 03 2014).

The NPPF indicates that the degree of harm should be considered alongside any public benefits that can be delivered by development. The PPG states that these benefits should flow from the proposed development and should be of a nature and scale to be of benefit to the public (not just a private benefit), and would include securing the optimum viable use of an asset in support of its long term conservation (paragraph: 020, Reference ID: 18a-020-20140306, Revision date: 06 03 2014).

Historic England Planning Guidance Advice Notes

There are currently three published guidance documents covering the historic environment - 'The Historic Environment in Local Plans' (Guidance Planning Advice (GPA) 1, 2015) , 'Managing Significance in Decision-

Taking in the Historic Environment' (GPA) 2, 2015), and 'The Setting of Heritage Assets' (GPA3 (Second Edition), 2017). Most relevant to this assessment are GPA2 and GPA3.

GPA2 emphasises the importance of having a knowledge and understanding of the significance of heritage assets likely to be affected by the development and that the 'first step for all applicants is to understand the significance of any affected heritage asset and, if relevant the contribution of its setting to its significance' (paragraph 4). Early knowledge of this information is also useful to a local planning authority in pre-application engagement with an applicant and ultimately in decision making (paragraph 7).

GPA3 (Second Edition) provides detail on the setting of heritage assets and consolidates and supersedes earlier advice on that matter published by Historic England in 2015 and 2011 (Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets, 2015) and Seeing the History in the View: a Method for Assessing Heritage Significance within Views, 2011). GPA3 (Second Edition) provides general advice on understanding setting, and how it may contribute to the significance of heritage assets and allow that significance to be appreciated. The document also provides advice on how views contribute to setting.

Paragraph 8 of the advice note confirms the extent of the setting, as defined in the NPPF, is not fixed and may change as the asset and its surroundings evolve.

Paragraph 9 states that although the setting is not itself a heritage asset, nor a heritage designation, land comprising a setting may itself be designated. The concept of a 'core', 'wider' and 'extended' setting are introduced in the same paragraph (under the section on Designated Views) however it is acknowledged that there is no formal meaning for these terms and they will only apply to certain cases.

Paragraph 13 states that 'where complex issues involving views come into play in the assessment of such views – whether for the purposes of providing a baseline for plan-making or for development management – a formal views analysis may be merited'.

2.3 Local Planning Policy

Havant Borough Council has an adopted Development Plan for Havant Borough comprises the Core Strategy (2011) and the Site Allocations Plan (2014). These documents make up the Adopted Local Plan. The following local plan policies are relevant to this report:

Havant Borough Core Strategy March 2011

This document includes a number of Strategic Core Strategy Policies and Development Management Policies.

The following Strategic Core Strategy Policies are relevant to the historic environment:

Policy CS11: Protecting and Enhancing the Special Environment and Heritage of Havant Borough states that planning permission will be granted for development that fulfils a number of criteria. In terms of the heritage of the borough the any proposed development is required to protect and where appropriate enhance the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest.

Policy CS16: High Quality Design development that is designed to a high standard, which helps to create places where people want to live, work and relax. Relevant to this report are the following criteria 1, 3 and 6.

Criterion 1 states that all development should demonstrate that its design responds to, draws inspiration from and respects local context and:

- a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
- b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
- c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors; and
- d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible;

Criterion 3 ensures that the design of all new development contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.

Criterion 6 points out that the design of all new development mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.

Policy DM9: Development in the Coastal Zone states the criteria that any development in the coastal zone should address in order to be granted planning permission. Criterion 2: Maintains and enhances the appearance and distinctiveness of existing settlements and landmarks along the coast is relevant to this report.

In terms of Development Management Policies, paragraphs 10.30 and 10.31 and associated tables relate to the historic environment. The chapter states that much of the policy background relating to the historic environment is contained within national planning policy documents and Core Strategy Policies CS11 and CS16. It does not repeat this information in the form of development management policies but instead it provides a series of links to the relevant legislation, policies and supporting information.

Local Plan 2036

Havant Borough Council is currently preparing a new local plan for the borough. The draft Havant Borough Local Plan 2036 was published for public consultation from 8th January to 16th February 2018.

As far as the historic environment is concerned, Policy E9 Historic Environment and Heritage Assets, the draft local plan states that development proposals will be permitted only if it protects, conserves and enhances the historic environment and the contribution it makes to local distinctiveness and sense of place. In addition, the council expects that a proposal that affects or has the potential to affect a heritage asset is required to provide a Heritage Statement that describes the significance of the asset and its setting, using appropriate expertise and where necessary a site specific survey, at a level of detail proportionate to the significance of the heritage asset and sufficient to understand the potential impact of the proposal; and sets out the impact of the development on the heritage assets and mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and enjoy the heritage asset. Any identified necessary mitigation measures are expected to be fully incorporated into the development proposals. The policy also points out a series of criteria that should be fulfilled should a development has the potential to cause 'substantial harm' or 'less than substantial harm' to a heritage asset.

Policy E6 High Quality Design states that a development should "demonstrate that account has been taken of local design statements, neighbourhood plans and the design elements of conservation area appraisals which identify local character and distinctiveness". Furthermore new development should also demonstrate that it:

- i. "Responds to, and draws inspiration from its local context and where appropriate, forge a new sense of place through design;
- ii. Considers characteristics such as heights, massing, existing building lines, plot widths and depths and proportions of building features such as windows and doors
- iii. Identifies and positively responds to existing natural and built features including listed buildings, conservation areas and other heritage assets within or close to the development;
- iv. iv. Makes a positive contribution to the overall appearance of the street scene and wider area by use of good quality materials of appropriate scale, profile, finish, colour and proven weathering ability;
- v. v. Produces a positive relationship with and between existing and proposed buildings, streets and spaces;
- ...
- vi. Plans for adverts, signage, lighting and other security features to be fit for purpose, fully integrated with the design, and do not adversely affect the visual amenity of the street scene or the amenity of neighbours."

Supplementary Planning Guidance

The Borough Design Guide SPD supplements Policy CS16 of the Havant Borough Core Strategy and aims to raise the standard of design across the borough. It sets out the council's design expectations with regard to new development and helps to identify and define the distinctive character and qualities of the borough that should be respectfully improved and enhanced through development.

Any new development should follow the principles included in the Havant Borough Council Borough Design Guide Supplementary Planning Document, 2011 and the Chichester Harbour Area of Outstanding Natural Beauty, 2017.

3.1 Methodology for determining the heritage baseline

3.1 Methodology for determining the heritage baseline

The study area comprises a 500m search radius from the potential scheme alignment for designated and non-designated heritage assets. The geographical extent of the study area has been judged as appropriate to provide historical and archaeological context and to identify heritage assets with the potential to be affected by the proposed development, as well as to assess the potential for surviving archaeological remains to exist within the Site. All known heritage assets were identified using the data sources listed in Section 3.2. A site visit and visual inspection was conducted on the 15th August 2018.

All assets identified within the study area, irrespective of whether they would be affected by the proposed development are listed in Appendix A and shown on Figure 2 (Archaeological assets) and Figure 3 (Built Heritage Assets) and are individually referenced as appropriate (e.g. [1] or [BH1]) within the following sections. A plan showing the current site layout is provided on Figure 1.



Figure 1: Site Location

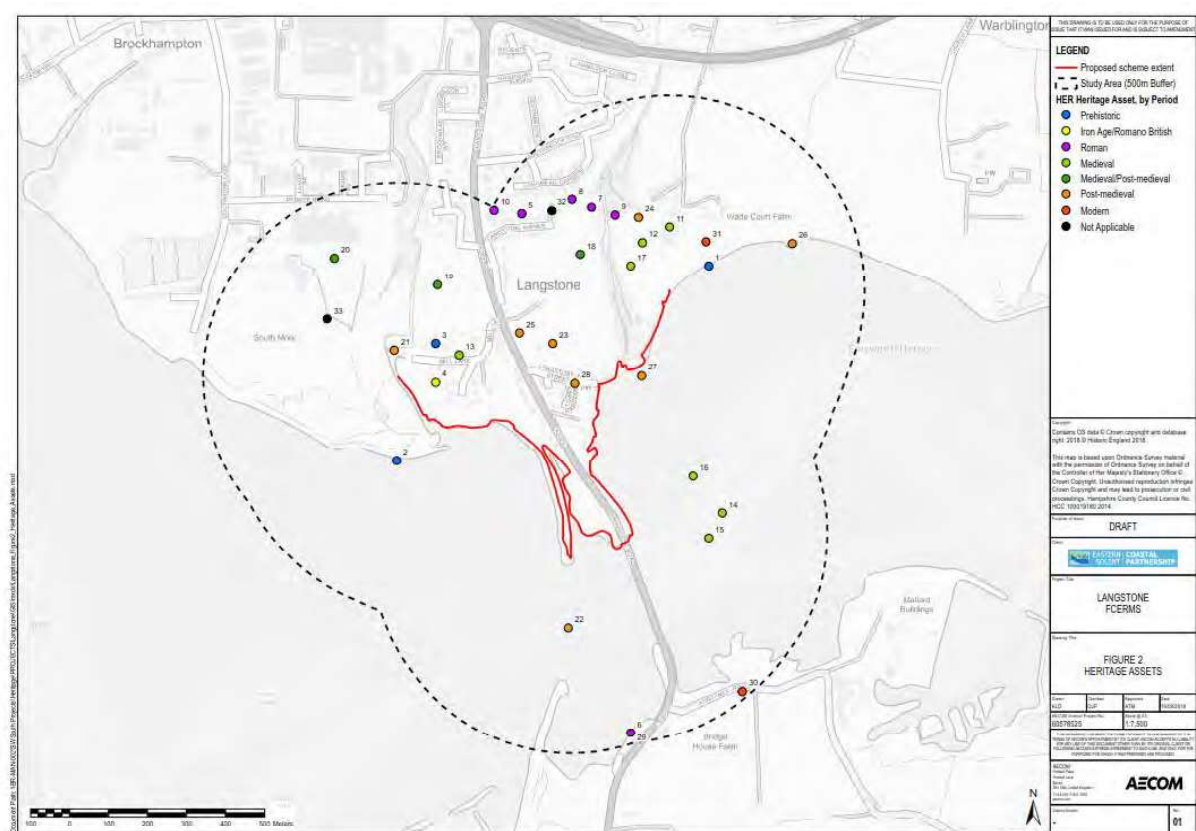


Figure 2: Archaeological Assets

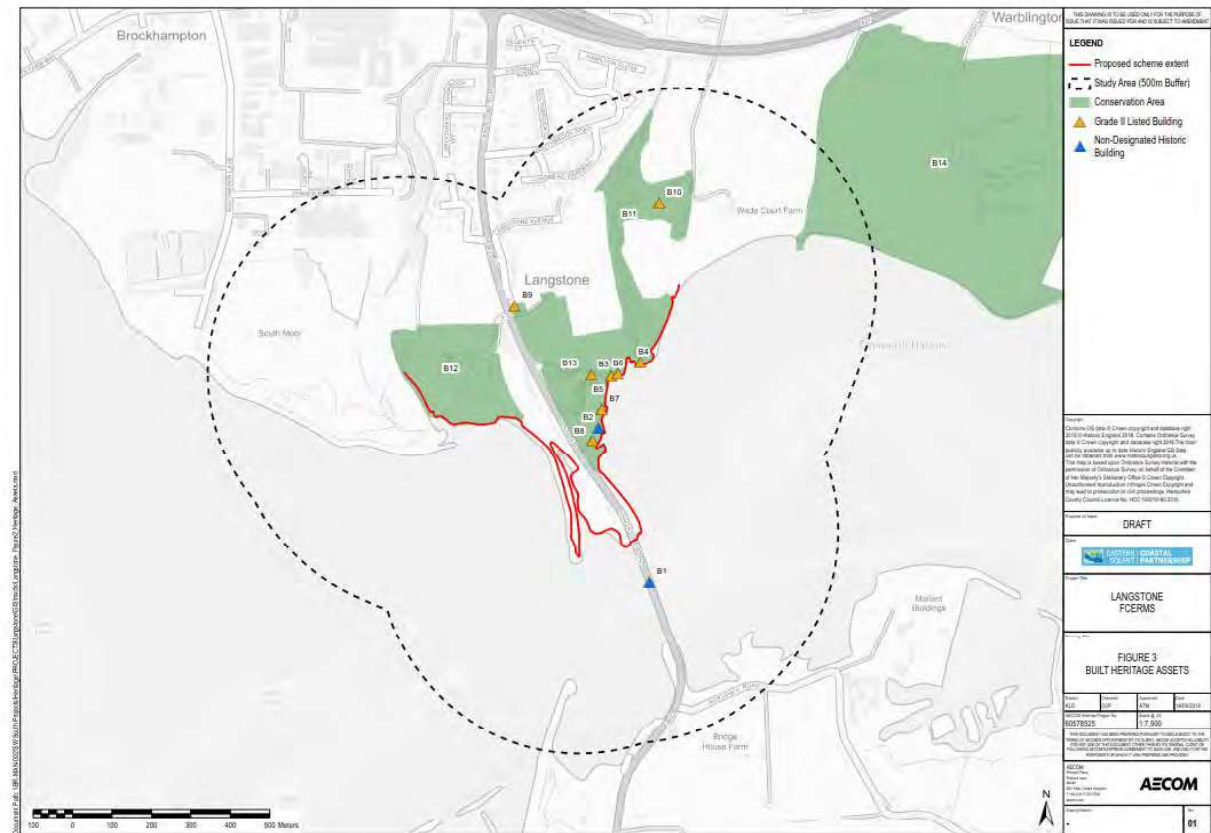


Figure 3: Built Heritage Assets

3.2 Data Sources

The preparation of the baseline was informed by material gathered and collated from various sources, including:

- National Heritage List for England (NHLE) data, search dated 12th September 2018;
- Hampshire Historic Environment Record (HER);
- The Historic England Archive;
- Databases of known archaeological sites, find spots, historic buildings and previous archaeological works including the Archaeological Data Service;
- Published and unpublished documentary sources such as Victoria County History and primary and secondary resources accessed via British History online;
- Historic maps;
- British Geological Survey (BGS) Geology of Britain Viewer;
- Havant Borough Council website Local Plan Policies and supplementary planning guidance on development management issues and other planning information; and
- A site walkover undertaken on 15th August 2018.

3.3 Assessment Methodology

This report provides an overview of the archaeological and historical background of the study area in order to better understand its historical context and the significance of any heritage assets within it. This includes a map regression exercise to understand how the area has changed over time.

The data gathered through both the site visit and desk-based research have been collated and the results mapped in ArcView Geographical Information System using Ordnance Survey (OS) base mapping.

The significance of identified heritage assets has been determined by professional judgement guided by statutory and non-statutory designations, national, regional and local policies.

3.4 Significance of Heritage Assets and Setting

An assessment of the significance of assets and their setting has been undertaken in consideration of guidance and good practice issued by Historic England. A methodology for the assessment of significance of heritage assets is outlined in Conservation Principles (English Heritage, 2008) whilst Historic England GPA3 (2017) provides the basis of a methodology for the assessment of setting.

The NPPF defines significance as 'the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting'.

Significance is often established by statutory designations such as listed buildings, scheduled monuments and conservation areas. More particular advice as to what makes up significance is set out in Conservation Principles, which establish a method for thinking consistently about the heritage values that can be ascribed to a place. When making an assessment of significance numerous aspects are considered including: architectural interest, historic interest, group value, social value, former uses and local distinctiveness. These aspects are grouped into four values: Evidential, Historic, Aesthetic and Communal.

The terminology used in this statement relates to the terminology used by NPPF and the draft Conservation Principles, referring to significance in terms of heritage interest and not heritage values. However, the methodology for assessing the heritage interest follows Conservation Principles. Whilst heritage interest and heritage values are not completely interchangeable they are broadly similar.

3.5 Archaeological Potential

Assessment of the archaeological resources draws on three factors:

- an assessment for the potential for archaeological deposits to exist within the application site based on the results of the baseline study;

- an assessment of the potential survival of any known or unknown archaeological deposits to remain extant within the application site based on an evaluation of previous ground disturbance; and
- an assessment of the significance of known archaeological assets within the application site, as well as within the defined study area.

The magnitude of impact to buried archaeological remains caused by historic development has been assessed using a five-point scale of very high, high, medium, low and negligible, the definitions of which are set out in Table 9A.2 below.

Table 1. Magnitude of previous ground disturbance

Magnitude of previous disturbance	Description
Very High	Extensive and deep disturbance resulting in the removal of all subsurface archaeological deposits.
High	Extensive and deep disturbance resulting in the removal of all but the deepest archaeological deposits.
Medium	Moderate previous disturbance which may extend to some depth, but where there remains the potential for archaeological remains to survive either between or beneath existing impact levels such as building foundations and utility trenches.
Low	Shallow previous disturbance such as areas of car parking and surfacing where archaeological remains may survive with limited truncation beneath the level of impact.
Negligible	No known historic development impacts to subsurface archaeological remains. Potential for the survival of archaeological horizons from Prehistory to the Post-medieval period.

The potential for an area to contain archaeological remains is rated high, medium, low, negligible, or unknown. This rating is based on an understanding of the archaeological resource as a whole and its national, regional and local context. This includes the number, proximity and significance of known and predicted archaeological and historical sites or finds spots within the application site and study area.

4. Heritage Baseline

4.1 Location

The location of potential scheme alignment encompasses c. 1km of coastal frontage at Langstone, Hampshire, directly south of Langstone village and north of Hayling Island. Photographs of the Site are included in Appendix B.

4.2 Topography and Geology

The potential scheme alignment at Langstone faces out onto Chichester Harbour to the east and Langstone Harbour to the west. OS mapping does not record the Above Ordnance Datum (AOD) height along the majority of the alignment, however, the western extent of the alignment is recorded at between 0 and 2m AOD.

Bedrock geology at Langstone comprises the Lewes Nodular Chalk Formation, Seaford Chalk Formation, Newhaven Chalk Formation, Culver Chalk Formation and Portsdown Chalk Formation (Undifferentiated). No outcrops of this formation are indicated at this frontage. Overlying drift deposits comprise River Terrace Deposits (undifferentiated) - Sand, Silt and Clay for the majority of the frontage. Alluvium - Clay, Silt, Sand and Gravel are present at the tidal inlets at the eastern and western ends of the frontage (BGS 2018).

4.3 Assets

A study area comprising the Site and approximately 500m around the boundary has been assessed in order to gain an understanding of the nature of the cultural heritage landscape. The numbers in brackets within the text refer to the assets shown on Figure 2 and detailed in Appendix A.

There are no World Heritage Sites, scheduled monuments, registered parks and gardens, or registered battlefields within the study area. There are eight grade II listed buildings, comprising several houses, two public houses, and a country house, in the study area. These are all located within the settlement of Langstone. There are four conservation areas within the study area, comprising the Langstone Conservation Area, the Mill Lane Conservation Area, the Wade Court Conservation Area and the Warblington Conservation Area. The nearest scheduled monuments comprise Black Barn, Warblington (NHLE 1001800) and Warblington Castle (NHLE 1001913), located c. 970m and c.1km respectively from the potential scheme alignment's eastern extent.

There are 31 non-designated assets within the study area. These date from the prehistoric to the modern period, with one medieval and one post-medieval asset located in close proximity to the potential scheme alignment. Nine previous archaeological investigations (events) are also recorded within the study area.

4.4 Archaeological and Historical Background

Upper Palaeolithic to Late Iron Age (30,000 BC TO AD 43)

A comprehensive survey of the terrestrial, intertidal and underwater archaeology of Langstone Harbour (Allen and Gardiner 2000) indicates that during the late Mesolithic, the landscape of the study area would have been significantly different from the present day. The sea is thought to have been located up to 40km south of the present coastline, and the Havant and Langstone area is understood to have comprised a low-lying inland area. The area was also bisected by deeply incised ravines, up to 150m wide in places (ibid.). Such features may have also acted as a corridor for humans travelling through the landscape. The flint assemblages recovered from this period suggest a limited range of activities and an absence of prolonged occupation and it has been suggested that the area may have been exploited predominantly for the procurement of flint for tool manufacture (ibid.).

The settlement of Langstone has limited prehistoric activity, with few examples of Neolithic and Bronze Age sites, and appears to be situated on the border between two Iron Age tribes; the Atrebates and the Durotriges (Gardiner 2000; 38).

There are three assets of prehistoric date recorded within the study area. Flint artefacts (1) have been found on the foreshore at Warblington Quay, to the north-east of the study area. These mostly consisted of struck flakes, but some scrapers and blades were also identified.

Further evidence of prehistoric activity is recorded in the west of the study area, in an area beyond the sea wall, but in close proximity to the shore. This comprises nine Neolithic flints (2), all with secondary working, and at least two scrapers, which were found in 1991 within an area of approximately 0.2ha in size.

Excavations in 1979 at Mill Lane in the west of the study area revealed a Middle Bronze Age urned cremation burial, fragments of Bronze Age urns, and probably also the remains of a Bronze Age cremation burial in an inverted barrel urn (3). The inverted barrel urn was of the Deverel – Rimbury type and was decorated with a single fingertip impressed cordon (Gardiner 2000).

Roman (AD 43 – AD 410)

Seven assets of a Roman date have been recorded within the study area. While some Roman sites and artefacts have been documented in Langstone and the surrounding areas, these comprise predominantly smaller domestic sites, agricultural land, and cemeteries (Gardiner 2000; 40). It is thought that the area of Langstone lay in a rural hinterland, between several major Roman settlements such as Noviomagus (Chichester) and Clausentum (Bitterne) (ibid.).

The excavation in 1979 at Mill Lane also uncovered an Iron Age/Romano-British site, and associated evidence of salt-making. Within this site, a pit was excavated revealing remains of domestic refuse including briquetage, likely associated with salt-making, as well as a fine, wheel-turned assemblage of Atrebatian pottery dating to the 1st century AD (4).

In the north of the study area, the remains of a Roman Villa at Spes Bona (5) were initially uncovered in 1923 in following an amateur exaction conducted by the landowner after discovering Roman building material in the gardens. Several of the features of the villa were also incorporated within garden features at the time (Hampshire HER ref. 23482). The 1923 excavation uncovered walls, foundations, floor levels and artefacts such as pottery and coins. In 1967, a rescue excavation was carried out on the potential scheme alignment in advance of further development. The excavations revealed two phases of buildings and the presence of a hypocaust, drains, and evidence of a bath house (ibid.).

A collection of four Roman coins (6) were discovered on the foreshore to the south of the study area, at the northern extent of Hayling Island, in 1978. The coins were dated to the 4th century, with depictions of Constantine I.

Remains of a Roman building (7) were uncovered during building works in the 1960s, to the north of the study area, in close proximity to the Roman Villa at Spes Bona (5). These remains are thought to be part of the associated buildings of a villa, with a courtyard, bath house and tiled roof with tiled or tessellated floors.

Roman pottery (8) was found in close proximity to the two areas of Roman villa remains, towards the north of the study area, during building operations in 1964. Large quantities of Romano-British coarse and fine ware and some Samian ware were discovered during the works.

Towards the north-east of the study area, near Wade Court, Roman roof tiles and greyware pottery from a jar (9) were found under tree roots following windblow in the area in 2001.

To the west of the Roman Villa at Spes Bona, Roman roof tiles, including imbrex and tegula tiles, as well as a pottery sherd (possibly New Forest ware) and a fragment of what appears to be a mortarium made from Purbeck Shelly Limestone (10), have been discovered during the excavation of a soakaway to the rear of 39 Langstone Road.

In addition to the seven recorded assets, Hampshire HER also records a Roman road as passing through the eastern extent of the study area (Figure 2). The route of the road (named 'route 425') (Margery 1973; 91-94) roughly follows the line of the present Langstone Road down towards the harbour, and may have formed a route from Havant to Hayling Island (ibid.). No specific archaeological evidence has been found for the road itself, although it is thought that it formed a crossroads with the known east-west orientated road (named 'route 421') near Havant (ibid.). The presence of the Roman Villa at Spes Bona in the vicinity adds further credibility to this theory. A number of Roman sites are recorded on Hayling Island itself (Gilkes 1998; 76), although due to the confirmed medieval origins of the Wade Way across Langstone Harbour, it is possible that links to the island must have been via ferry or an earlier causeway.

Early Medieval (AD 410 – AD 1066)

There are no assets of early medieval date recorded within the study area. The village of Langstone is not mentioned in the Domesday Book of 1086, although Lang is the Saxon word for long so the village may well have Saxon origins (Mills 2011;287). An area identified as 'Wade' does appear in the Domesday Book of 1086

(Satchell 2010), which is likely to have been near the site of Wade Court Farm, then part of the Warblington Manor estate to the east. Brockhampton, 1km to the west, and Havant, 1.5km to the north, are both recorded, with Brockhampton possessing land sufficient for three ploughs and a mill, which formed part of the possessions of the monks of St. Swithun (Page 1908; 468a). The settlement was later amalgamated with the manor of Havant, with which it was conveyed to the bishop of Winchester (*ibid.*)

Havant was recorded as a village with 20 households, which also fell under ownership of the monks of St. Swithun (opendomesday.org). The village had land sufficient for four ploughs, two mills, one located to the south-west of the town and the other possibly located within Langstone. Three 'salt-houses' are also recorded, with these also likely being located on the coast to the south of Havant, in the vicinity of the potential scheme alignment (*ibid.*)

Medieval (AD 1066 – AD 1540)

There are ten assets of medieval date recorded within the study area. In addition, two of the conservation areas contain fabric dating to this period.

The named place, Wade Court (11), to the east of the study area, was first mentioned in 1170 as 'wada', an Old English word meaning 'to go'. However, an area called "Wade" was mentioned in the Domesday Book in 1086 (Satchell 2010), which was thought to have been a part of the Warblington estate to the east.

Sherds of medieval pottery and quernstones (12) have been found to the west of Wade Lane, in the north-east of the study area. The sherds include part of a cooking pot rim and some fragments of a green, glazed jug, probably 12th - 14th century in date.

During an archaeological evaluation at Flint House, to the north-west of the potential scheme alignment, a linear feature of likely medieval date was identified (13). The feature runs on a north-south orientation, and was found to contain a sherd of 13th-14th century pottery. It is thought to have formed a drainage ditch or a boundary ditch between fields or properties. Associated with this ditch were several undiagnostic flints, medieval pottery, and unstratified post-medieval and modern material.

The Wade Way (14, 15, 16) is a causeway which leads south from Langstone High Street and curves south-east and then south to reach Hayling Island, in the south-east section of the study area. The causeway is approximately 2m wide, and a walkover survey in 2005 found that there are currently three distinct segments due to the causeway being cut by a natural watercourse and a man-made shipping canal, one section close to the shore (16), one to the south-east (14) and one to the south (15). The Wade Way has undergone an extensive survey, which found that the asset, in its current form, dates to the 13th – 14th centuries (Hampshire HER ref. 23433).

Medieval salterns (17) have been recorded towards the south of Wade Court Farm, to the north-east of the study area. They were active during the medieval period, but do not appear in any record or cartographic depiction from the mid-18th century onwards, and it is therefore likely that the production of salt ceased around this time (CITIZAN 2016).

There are two examples of ridge and furrow earthworks that are thought to be medieval or possibly post-medieval in date, located within the study area (18 and 19). One (18) is to the north of the study area, and is visible as an earthwork from a public footpath in Langstone, and the other (19) is to the north-west, and was identified through aerial photography analysis by Wessex Archaeology (Wessex Archaeology 2006).

During a watching brief at Southmoor Lane in 1995, in the north-west of the study area, two pits were uncovered (20). One pit is thought to be a rubbish pit for pottery and was found to contain a sherd of 14th century pottery and a complete but broken pot rim (Southern Archaeological Services 1995). The second pit contained 17th and 18th century pottery, as well as unstratified post-medieval refuse including cockle shells, butchered animal bones, and grass or straw (*ibid.*).

Langstone Conservation Area (B13) was first designated in 1975, and encapsulates what was the historical hamlet of Langstone that evolved around the harbour. It abuts the Wade Court Conservation Area to the north and lies adjacent to the Mill Lane Conservation Area to the west. By the medieval period, Langstone was the acknowledged port of Havant (Havant Borough Council 2011; 5), and continued to operate as a commercial port through the medieval and post-medieval periods, with large vessels being able to discharge cargo from the Wade Way (*ibid.*).

The Warblington Conservation Area was designated in 1993, and is centred on the medieval remains of Warblington Castle (NHLE 1001913), and the Ancient Church of St Thomas-a-Becket (Havant Borough Council 1993c). It embodies the spirit of retaining and consolidating the open and non-developed landscape adjacent

to the Langstone and Chichester Harbours (ibid.). It has a long history of occupation, with Roman ruins to the north, and a Saxon settlement in the 6th century (ibid.).

Post-Medieval (1540 – 1901)

There are eight post-medieval assets within the study area, and one conservation area of post-medieval origin. During the post-medieval period, the settlement of Langstone continued to operate as a commercial port, with evidence of smugglers, as well as large cargo vessels using the wharf (Havant Borough Council 2011). During the 19th century, as a result of the commercial operations, the Admiralty built a coastguard station, and a railway line and new housing developments were introduced (ibid.).

Langstone Mill (21), to the west of the potential scheme alignment, is shown on maps from the 19th century. The mill is known to have been built in the 16th century in this location, and was abandoned by the early 20th century.

Langstone Railway Swing Bridge (22) was built in 1867 to take the railway across to Hayling Island. The central section of the bridge was movable to allow boats through. The bridge spans are no longer extant but the large iron columns remain along with the rollers and operating gear.

Eight fragments of 19th century clay pipes (23) were found c.200m to the north of the potential scheme alignment in 1981.

The gardens and estate of Wade Court, a 19th century house with a late 19th century – early 20th century water garden (24) are first depicted on OS maps in 1867. In the early 19th century, the estate was known as Wade Farm, and comprised a thin, rectangular parcel of land, amounting to approximately 42 hectares. In the mid-19th century, a larger house and outbuildings were constructed and the estate became split between Wade Court and Wade Farm. The Lymbourn stream to the east was dammed to form a fishpond and the land to the west of Lymbourn stream was purchased, providing an ornamental waterway, with paths, ponds, bridges, and a boathouse. Many trees were planted on the rest of the estate and Parkland was first noted to the north, and then west, of the newly built Wade Court (Havant Borough Council 1993a).

Langstone Railway Station (25), also known as North Hayling Railway Station, began operation as a cargo railway in 1865, and opened to the public in 1867. The station is situated c. 250m north of the potential scheme alignment and towards the centre of the study area. The railway was situated in front of an area of intertidal mud, with post-medieval sluice gates (no longer extant) controlling the flow of water in this area.

A potential wharf, comprising three separate features of a large number of a large number of timber piles (26), is situated on the foreshore near Warblington, in the north-east of the study area. These were evaluated as part of the Survey of Foreshore Structures by Maritime Archaeology Ltd. in 2006. The first feature is thought to be a wharf and comprises parallel square timber piles in a rectangle formation, with diagonal bracing timbers and cross timbers between the piles (Maritime Archaeology Ltd. 2006). Evidence of iron bolt fastenings is present on some of the piles, suggesting a post-medieval date (ibid.). The second feature is a set of parallel timber posts with revetments that extend further into the tidal zone and a compressed surface between the two rows, suggesting that this may have been a slipway associated with the wharf (ibid.). The third feature is a single line of timbers that runs parallel to the shoreline for approximately 200m, suggesting that these are part of an old coastal defence system (ibid.).

In 1900, the sailing barge "Langstone" (27) was constructed by Albert Appe of Emsworth. The barge was used to transport gravel around Langstone Harbour, and later to transport bricks from Bursledon Brickworks on the River Hamble to the Southampton Docks before it was wrecked, directly to the east of the potential scheme alignment (Hampshire HER ref. 57339). The barge's anchor (28) was recovered in 2000, and is now in a plinth in front of the chapel on Langstone High Street (ibid.).

The 19th and 20th century seawall foundations were revealed during archaeological monitoring of geotechnical works in 2018 (St. John-Brooks 2018).

The Mill Lane Conservation Area (B12) protects the open post-medieval landscape adjacent to the Langstone and Chichester Harbours (Havant Borough Council 1993b). Mill Lane itself, with its hedgerows and trees, retains the character of a rural lane and, although now the focal point of a cluster of detached houses, these generally occupy spacious, well landscaped gardens and sit comfortably within this rural character (ibid.). An important aspect of the character of the Conservation Area is the open nature of the foreshore (ibid.).

Modern (1901 – Present)

There are three assets of a modern date recorded within the study area, and one conservation area dating to the 20th century. During the 20th century, Langstone suffered with a declining coastal trade, as well as the costs to maintain coastal structures, which led to the closure of the railway in 1962 (Havant Borough Council 2011). However, the settlement continued to develop, with smaller detached and semi-detached dwellings constructed throughout, and Tower Gardens and The Saltings, terraced housing developments, constructed to the south of Langstone High Street (ibid.).

Due to Langstone's proximity to Portsmouth, its harbour was used for the construction of the Mulberry floating harbours, the disposal of old ammunition and explosives, and as a 'Q site' for air raid decoys (Fontana and Fontana 2000; 87). The harbour's use as a decoy was highly effective, with in excess of 200 air-dropped munitions, intended for Portsmouth, being unloaded into Langstone Harbour on the night of 17th/19th April 1941 (Walton 2014; 7).

During the 20th century, Wade Court (24) also saw further development. In the 1920s, W.E.S. Sotheby bought the farm, and subsequently Wade Court, building an observatory near the shoreline. In the 1950s, the estate was split into three properties, with two adjoining properties of Wade Court and a separate farm. In 1965, the Havant bypass dissected the Victorian estate, and demolished the farm.

During WWII, anti-tank blocks (29) were constructed at the north of Hayling Island, towards the southern extent of the study area. This installation comprised 17 regular anti-tank blocks, one of which is inscribed "1940" and with the initials "JT". Some of the blocks have square holes, and there is a high proportion of beach pebble and shell in the surrounding concrete (HER ref. 26082).

Near to the anti-tank blocks (29) in the north of Hayling Island, and towards the south of the study area, is a WWII pillbox (30). The feature is visible on aerial photographs analysed by Wessex Archaeology as part of the South East Rapid Coastal Zone Assessment Survey (2011). At the site of Wade Court Farm, in the north-east of the study area, an anti-tank gun emplacement (31) has also been identified by the Defence of Britain Project.

The Wade Court Conservation Area (B11) comprises the remains of an estate landscaped during the late 19th and early 20th centuries which contribute significantly to the rural appearance of the land bordering Chichester Harbour. Focused on Wade Court House and its associated outbuildings it encompasses the water garden created from the Lymbourn Stream, including the ornamental walkways and parkland (Havant Borough Council 1993a).

Modern landscaping features were also found during the 1997 excavation at Flint House, where a medieval linear feature (13) was also discovered. A modern rubble layer used to level the Langstone Sailing Club car park (located at the southern extent of the potential scheme alignment) was found during monitoring of geotechnical works in Langstone Harbour (St. John-Brooks 2018).

4.5 Map regression

The study area around the potential scheme alignment is first visible on De La Fabvolliere's 1665 map of Portsea Island (Figure 4). The area is visible as a small settlement south of Havant, and south-west of Warblington. The small scale of the map, however, limits any detailed interpretation beyond the presence of domestic buildings, and a link between the south of the village and Hayling Island.

The area is then shown in more detail in the 1842 Havant Tithe Map (Figure 5). The potential scheme alignment crosses through twelve separate plots. The plots are polygonal in shape. The tithe apportionment records five separate landowners. These included John Hewett, a trustee of Hayling Island Bridge, who owned those plots comprising areas of the bridge itself; Sir William Pearson who owned plot 854, a house and garden; Sarah Silver, who owned arable land, an orchard, and common pasture; John Tribe, who owned the mill pond, the mill, and a house and garden; and Reverend George Robert Mountain, who owned the road running through Langstone to Hayling Island.

The area around the potential scheme alignment is next visible on OS 6 inch mapping dating from between 1870 and 1880 (Figure 6). The settlement of Langstone is marked, with the Highest Point to which the Ordinary Tides flow marked to the west of the potential scheme alignment, and Mill Dam marked to the east of the potential scheme alignment. A toll gate, quay, coastguard station, the Royal Oak public house, and a windmill (corn) are all marked along the potential scheme alignment. A causeway is shown on the map where the Wade Way is known to have extended, in the south-east of the study area.

The area around the potential scheme alignment is detailed further on OS 25 inch 2nd edition mapping from 1897 (Figure 7), with several plots having been divided, and the windmill being newly labelled Old Windmill. A

second public house, the Ship Inn, has been established between the coastguard station and the quay. Langstone Lodge and Langstone Farm, as well as a mission church, are newly present, as is the detailing of a wharf and coal wharf on the tramways to Hayling Island. The Royal Oak public house and the Highest Point to which Ordinary Tides flow are both still extant. The toll gate is also still extant, with a tramway newly added on the bridge to Hayling Island. The land of Langstone mill to the west has been divided, with the east portion being renamed Glynfield and a new lodge built on the land. The Wade Way is now only partially visible as a raised area.

Although not included as a figure, the study area is also visible on OS 6 inch mapping from 1898, with the only new feature being Langstone Hall to the north of the potential scheme alignment. The windmill to the east is now referred to as disused. Langstone Farm to the north of the potential scheme alignment is no longer marked. The Wade Way is still present in its partial form.

By the time of the 1946 OS 6 inch mapping (Figure 8), there is noticeable development, and the settlement of Langstone more closely resembles its modern form. The Highest Point to which Ordinary Tides flow remains to the west of the potential scheme alignment and the present sea defence bank, coastal footpath and groynes are marked at the southern extent of the study area. Langstone Mill to the west is now disused and the mill dam referred to as Old Mill Dam. Flint House is present on the site that was previously referred to as Glynfield. Posts, a breakwater, and a boat house have been established around the south of study area, around the bridge to Hayling Island. The coastguard station has been converted into coastguard cottages, and the tramway is by this point referred to as the Old Tramway. Langstone Lodge, Langstone Station and Langstone Farm all remain extant to the north of the potential scheme alignment, and the windmill is now once again referred to as the Old Windmill. The Wade Way is still present in its partial form.

Although not included as a figure, the study area is also visible on OS 6 inch mapping from between 1966-1977. Further development is shown adjacent to Langstone Mill and slipways and a landing stage are present. The Langstone Railway and its crossing to Hayling Island are now shown as dismantled. The Langstone Sailing Club is shown on the sea front adjoining the Ship Inn.

Table 2: Tithe map plot details

Landowner	Tenant	Plot Number	Name and Description	State of Cultivation
John Hewett, Trustees of Hayling Bridge	John Little	864	Quay	
	John Little	866	West side of bridge	
	John Little	867	East side of bridge	
Sir William Pearson	Himself	854	House and Garden	
Sarah Silver	Charles Lane	834	The Three Acres	Pasture
	Charles Lane	835	The Twelve Acres	Arable
	Charles Lane	858	Orchard Piece	Pasture
	Charles Lane	863	Pasture, Common Rights	Pasture
John Tribe	Benjamin Boyes	839	Part of Mill Pond	Water
	Benjamin Boyes	852	Mill	
	Benjamin Boyes	857	House and Garden	
Rev'd George Robert Mountain	Rough Land Roads	868	Roads	

4.6 Aerial photograph analysis

Aerial photography and satellite imagery dating to between 1946 and 2016 were assessed as part of this analysis. The earliest aerial photograph assessed is an RAF vertical image dating to 1946 (Plate 1), and shows a similar level of development as seen on the OS mapping of 1897 (Figure 7). The photograph shows the ridge and furrow earthworks to the north of the potential scheme alignment (19). The image is taken from high altitude and does not show the site in close detail; however, both the road bridge and the railway bridge to Hayling Island are extant, as well as the causeway of the Wade Way (14-16) to the east of the potential scheme alignment.

The second photograph is an RAF vertical image dating to 1959 (Plate 2). This shows the ridge and furrow cultivation (19) in more detail. The 1959 photograph also shows a drainage pool visible within Southmoor field to the immediate west of the alignment that is not visible in the 1946 photograph, possibly due to its location within the intertidal zone. There is little further change from the 1946 photograph and the Wade Way (14-16) remains visible to the east of the potential scheme alignment.

Within the 1963 OS vertical image (Plate 3) there is evidence of agricultural cultivation in the fields immediately to the north of the alignment, at the western extent of the scheme. The Wade Way and drainage pool are still apparent in this photograph. Parchmarks are visible in the vicinity of the sub-circular earthwork feature identified through LiDAR analysis (Plate 6), immediately north of the mill pond and towards the eastern extent of the scheme. The feature is discussed further in section 4.7 below. From the 1963 aerial photograph onwards to the 2016 satellite imagery, the wreck of the Langstone (27), an early 20th century sailing barge, is visible immediately to the south-east of the potential scheme alignment, to the south of the Old Windmill (B4).

By the 1977 Meridian Airmaps Ltd. (MAL) vertical image (Plate 4), the drainage pond within Southmoor field has silted up and has vegetation growing in and around the feature. The wreck of the Langstone (27) and the Wade Way (14-16) are still visible. The railway bridge to Hayling Island has been removed and only the supports remain. The sailing club area between the railway bridge and the road bridge to Hayling Island has been developed and now has clearly defined boundaries.

There is little change between the 1977 vertical image and the 1996 OS vertical image (Plate 5). The Mill Lane development immediately to the north of the western extent of the potential scheme alignment has by this point been constructed. The Wade Way (14-16), the wreck of the Langstone (27) and the railway bridge supports remain visible.

Later satellite imagery, dating between 1999 and 2016, shows the settlement of Langstone in its present layout. Parchmarks are again visible in the area north of the mill pond, and the wreck of the Langstone (27) and the causeway of the Wade Way (14-16) are still apparent.

Table 3: Aerial image reference table

Reference	Centre Point	Date	Held	Notes
RAF.CPE.UK.1751	SU 719 045	21 st September 1946	NMR	Included as Plate 1
F43.58.RAF.2860	SU 716 046	14 th May 1959	NMR	Included as Plate 2
OS.63016	SU 715 048	12 th April 1963	NMR	Included as Plate 3
MAL.77027.7503	SU 719 044	28 th August 1977	NMR	Included as Plate 4
OS.96535.15137	SU 719 945	20 th April 1996	NMR	Included as Plate 5
Infoterra Ltd. & Bluesky	N/A	1999	Google Earth	Not included as plate
Digital Globe	N/A	2011	Google Earth	Not included as plate
Channel Coast Observatory	N/A	2016	N/A	Not included as plate

4.7 LiDAR imagery analysis

As part of the topographical analysis of the study area, the Light Detection and Ranging (LiDAR) imagery for the potential scheme alignment and study area was also studied. This technology uses light sensors to measure the distance between the sensor and the target object. From an aircraft this includes objects such as the ground, buildings and vegetation, and analysis of the data can reveal undulations in the ground that indicate the presence of archaeological features not visible on the ground or on aerial photographs.

The data analysed has revealed a small number of possible archaeological features in the study area around the potential scheme alignment. These include the relic field boundaries that divided the plots on the Tithe (Figure 5) and early OS mapping (Figure 6 and 7). These are visible as narrow linear earthwork features located to the north of the potential scheme alignment. A sub-circular earthwork feature to the north-west of the potential scheme alignment is also visible. Its purpose may be related to the previous industrial use of the site, as a mill and mill damn are shown directly to the south on OS mapping dating between 1870 and 1880, although this is not apparent from available OS mapping or aerial photography.

To the north of the study area, evidence of ridge and furrow cultivation is visible. One area of ridge and furrow is visible to the west side of Langstone Road, and correlates with the feature recorded within the Hampshire HER (19), which was identified from earlier aerial photographs. A second area of ridge and furrow is visible in the

field on the east side of Langstone Road (18), and is visible from the nearby footpath as well as on aerial photography. A linear feature is also visible to the east of the potential scheme alignment, possibly comprising the remains of the field boundary visible in the OS 25 inch mapping from 1897 (Figure 7).

4.8 Site conditions/previous studies

Previous archaeological investigations

Hampshire HER record nine previous archaeological investigations within the study area, although none are recorded along the potential scheme alignment itself. These comprise three excavations, three watching briefs, two historic and environmental surveys, and one evaluation, and have been discussed in some detail in section 4.4 above and are summarised below.

An amateur excavation was carried out in 1923 by the landowner, and revealed the remains of a Roman Villa to the north of Langstone Avenue (5), in the north of the study area (Gilkes 1998). A subsequent rescue excavation was undertaken at the site in 1967 (ibid.).

An excavation was carried out in 1979 prior to a housing development at Mill Lane in the west of the study area, and revealed a Middle Bronze Age urned cremation burial (3) and traces of a late Iron Age – Romano British occupation site (4).

A watching brief was carried out during 1994 and 1995 at the Autoliv Factory, on Southmoor Lane to the north-west of the study area (Southern Archaeological Services Ltd., 1995). These works recorded two pits dating to the medieval/post-medieval period, as well as an undated post hole (20).

A watching brief (32) was carried out in 1994 at 8 Langstone Avenue, to the north of the study area, to determine whether Roman materials were present. No activity associated with the nearby Roman villa was found on the site.

A watching brief (33) was carried out in 2017 on Southmoor, in the north-west of the study area, when thirteen geotechnical test pits were excavated during works. No archaeological finds, features, or deposits were encountered.

The archaeological monitoring of geotechnical works was carried out at Langstone Harbour in October 2018 by Thames Valley Archaeological Services (St. John-Brooks 2018). The works comprised the monitoring of 27 test pits, 3 boreholes, and 5 window samples. The overall purpose of this work was to establish the ground stability and conditions of the seawalls which make up the current flood defences. No archaeological features or deposits were found other than the post-medieval to modern seawalls themselves. A modern rubble layer was encountered in the car park at Langstone Harbour.

A range of surveys including walkover survey, auger survey, excavation and palaeo-environmental analysis were conducted at the Wade Way (14-16), in the south-east of the study area, in 2005 and 2006. This survey comprised augering, topographical survey, evaluation, excavation, and radiocarbon dating of the Wade Way (14-16).

A regional assessment of foreshore structures was undertaken at the timber structure present on the foreshore at Warblington (26) in 2006 (Maritime Archaeology Ltd. 2006). This comprised an evaluation of the existing timber structure, and an assessment of the risk posed to it by the sea.

An evaluation was carried out in 1997 with trial trenches being excavated prior to the construction of three houses in the garden of Flint House, in the west of the study area. The works revealed a possible medieval field boundary (13) and four modern landscaping features.

Archaeological potential

This section assesses the potential for further unrecorded buried archaeological remains to be present within the study area based on the data available at the time of writing.

Prehistoric – There is evidence of prehistoric funerary and industrial activity in the study area, including Neolithic worked flints being recovered directly beyond the sea wall to the south-west. Bronze Age funerary activity has been recorded c.100m from the western section of the potential scheme alignment, with Iron Age pottery also being identified in close proximity. This places the study area within a prehistoric funerary and, possibly, settlement landscape. Intrusive groundworks could uncover further remains from this period; however, the potential scheme alignment is largely located within a more developed area around the settlement of Langstone. Therefore the archaeological potential for this period, particularly in the western parts of the

potential scheme alignment where prehistoric assets have previously been discovered, is assessed to be medium.

Roman – There is evidence for Roman occupation within the study area, with a Roman villa to the north and a Romano-British site associated with salt making to the west. There have also been several find spots of a Roman date identified within the study area. However, no Roman activity has been recorded in the immediate location of the potential scheme alignment. Therefore the archaeological potential for this period, particularly in the east and west sections of the potential scheme alignment, is assessed to be medium.

Early Medieval – At the time of the Domesday Book, only the area of Wada or Wade to the north-east of the study area is recorded. No evidence has been recorded of early medieval activity within the potential scheme alignment or the study area. Therefore the archaeological potential for this period is assessed to be low.

Medieval – Medieval activity has been recorded in various sections of the study area, with evidence of ridge and furrow cultivation apparent on the east and west sides of Langstone Road to the north of the potential scheme alignment, as well as several examples of medieval features and pottery that have been discovered in the west of the study area. In addition, it is thought that the Wade Way, located in the east of the study area, was constructed during the 14th century and salterns also dating this period are recorded in the east of the study area. Therefore the archaeological potential for this period in all sections of the potential scheme alignment is assessed to be medium.

Post-medieval – There are several post-medieval assets within the study area, however they predominantly comprise structures, such as Langstone Mill, Wade Court, and Langstone Railway Station. These are situated within the settlement of Langstone and are unlikely to be impacted by works related to the potential scheme alignment. There is also the wreck of a sailing barge and a record of timber piles to the east of the study area, as well as recorded use of commercial wharves. Given the presence of post-medieval assets on the shoreline south of Langstone, particularly in the east and south of the potential scheme alignment, the archaeological potential for this period is assessed to be medium.

Modern – While there are three modern heritage assets within the study area, two are located at the southern extent of the study area, and one is located at the eastern extent of the study area. They comprise WWII installations and, therefore, further examples along the shore south of Langstone would likely have been recorded previously. Consequently, the archaeological potential for the modern period is low.

The report has identified a low archaeological potential for the early medieval and modern periods, and a moderate potential for the prehistoric, Roman, medieval, and post-medieval periods. Evidence for prehistoric funerary and industrial activity has been recorded within the study area, and Roman and medieval estates have been identified in proximity to the potential scheme alignment. In addition, there are many assets related to the historical commercial port at Langstone, which have been recorded in close proximity to the potential scheme alignment. If related to the prehistoric funerary and industrial activity, Roman villa, or commercial medieval and post-medieval activity around the study area, any remains that are encountered would certainly be of local significance and could be deemed of regional significance depending on their nature.

There have been several notable previous archaeological investigations carried out, with two excavations of the Roman villa to the north of the site and an excavation to the west which recorded both Bronze Age funerary and Iron Age/Romano-British industrial activity. Investigations have also been carried out into the medieval causeway, the Wade Way, and the medieval timbers to the eastern extent of the study area. If extensive groundworks are required during the construction of the potential scheme alignment, such as piling and excavation for footings, it is likely that archaeological remains could be encountered; however, if the development mostly comprises repair and maintenance work, with minimal intrusive groundworks, the risk of encountering unknown buried remains is limited.

While the significance of any previously unrecorded remains that may survive within the potential scheme alignment cannot be determined at the time of writing, it would likely derive from their potential to contribute to our understanding of past human activity guided by local, regional and national research priorities.

4.9 Designated Heritage Assets

Langstone Conservation Area (B13)

Langstone Conservation Area (B13) lies to the south of the town of Havant and the Havant bypass which leads to Chichester. It extends between Langstone Road, the main road to Hayling Island, to the west and the coast on a low lying plain, at the confluence of Langstone and Chichester Harbours to the east. Langstone

Conservation Area encapsulates the historical hamlet of Langstone that evolved around Langstone harbour (Photo 7).

Langstone Conservation Area is one of the four conservation areas that abut Langstone and Chichester Harbours and showcases and safeguards the townscape quality adjacent to the waterfront.

The conservation area includes seven listed buildings, all of which fall within the study area. Four of these buildings are discussed as part of the conservation area while the ones that are located along the coast are discussed in detail in the sections below.

Most of the historic buildings in the area are located along the coastal frontage and the part of Langstone High Street to the north. These include a group of listed buildings, nos. 8-14 High Street (Grade II, NHLE 1091595, B13, Photo 12) that is located to the east side of the Langstone High Street. They form an irregular terrace of two storey dwellings, dating from the 18th century. It is believed that they were originally built as fisherman's cottages. Although they are set back from the coastal frontage, they are closely associated with the waterside and the commercial history of Langstone (Photo 11).

Further north of the shoreline and detached from the cluster of listed buildings to the southern part of the conservation area, just off Langstone Road (A3023) to the east, there is a pair of listed buildings, nos. 59 and 61, Langstone Road (Grade II, NHLE 1340206). These date from the late 18th century with weather-boarded walls and tiled roof. They both consist of two storeys with attics and symmetrical west (front) elevations and mostly reflect the rural origins of the area.

In addition to the statutory listed buildings, there are a number of non-designated historic buildings that have either been identified by Havant Borough Council, as they contribute to local distinctiveness and are locally listed, or they have been identified in the Langstone Conservation Area Appraisal.

There are two locally listed buildings within the Langstone Conservation Area. These comprise The Look Out and The Watch Tower (Photo 9) and the Coastguard Cottages (B2). The Admiralty built a coastguard station in 1860 that included the Coastguard Cottages and The Look Out and The Watch Tower (B2), located just north-east of the Ship Inn facing onto the harbour. The Coastguard Cottages (B2) comprises a terrace of nine cottages, located just west of the Watch Tower. They are constructed of red brick with slate roof tiles, chimneys and wooden sash windows, with buff brick quoin detailing. The Watch Tower comprises a square watch tower which was probably built in the mid-19th century. It originally consisted of a small room and store on the ground floor and a watch room on the first floor. In 1925, a house, known as the 'Look Out' was added to the Watch Tower. The house was constructed of brick with slate roof tiles and yellow window dressings. At the same time, the Watch Tower was converted into a residential property.

Additional historic buildings in the conservation area (as identified in the Langstone Conservation Area Appraisal) that make a notable positive contribution to the special interest of the area include the Langstone Lodge (No.1 Langstone High Street) and Langstone Towers (Photo 13).

Langstone Lodge (No. 1 Langstone High Street) is a large detached dwelling set within extensive grounds accessed from Langstone High Street. It was probably built in 1875 along with two other large houses on Langstone Road. Langstone Lodge is two storeys with a pitched roof and dormer windows on the front roof slope. It is constructed of brick and has a cream painted render frontage.

Langstone Towers is located in the corner of Langstone High Street and Towers Gardens. It was probably built in the early 19th century with later alterations and was constructed of brick. It comprises a three-storey tower, surmounted by a lead cupola with dormer windows; a two storeys main range; and a chapel that was added in 1869. The building was used as a military hospital during the First World War and holds some historic and architectural interest.

The coastal setting of the conservation area with the wetlands and harbour extending to the east and south of the conservation area, combined with the flat green fields to the north and west, create a unique setting where the historic hamlet of Langstone unfolds. The waterfront development is positioned on raised stone quays acknowledging the close proximity of the area to the water and the interchangeable low and high tides. This has been a historic characteristic of the conservation area that at times can be threatening to the asset, but also contributes to its individual character.

The whole of the foreshore of the village is open to public access with a footpath running along the coastal frontage. The footpath offers some picturesque and panoramic views in and out across the harbour, which is an integral and important part of the character of Langstone. The nature of these harbour views alternates with the state of the tide, with large sweeps of inter-tidal land being exposed at low tide. Regardless the state of the tide, the sense of space is the overriding impression in the foreshore area. The views generally represent a

natural scene with trees screening the marina and hotel development on the northern shore of Hayling Island. Langstone Bridge, although it is a 20th century man made structure, does not detract from the overriding natural landscape. The shoreline to the north of the harbour and east of Langstone up to Emsworth, remains largely unspoilt by development and when Langstone is seen from Langstone Bridge or Hayling Island, it stills has the appearance of a small historic hamlet within a rural setting. Trees contribute to the rural feel by creating a green backdrop that defines part of the setting of the area.

The Ship Inn

The Ship Inn dates from the 18th century (Photo 6). It was originally built as a wharf side warehouse handling grain. It was converted into a public house in the mid-19th century. The original wheel can still be seen in the roof of the top deck bar. The building is mostly constructed of white painted brick with rubble in places and stone quoins. The main range is long rectangular, consists of two storeys and has a clay tiled roof. Three single storey structures are attached to the western elevation of the building. The public house retains some Victorian sashes and a half glazed mid-19th century porch.

The significance of the Ship Inn derives from its historic interest as an 18th century Malthouse. It is closely associated with the development of Langstone and its operation as a commercial port. Since the mid-19th century, the Ship Inn and its grounds have been a centre of social gathering where views towards the harbour and Hayling Island can be experienced, therefore the asset has historic communal value. The building has also architectural interest deriving from its original design and plan but also from later additions and alterations that reflect the changes in the history of the building and the area.

The Ship Inn is located to the southernmost part of the village of Langstone. Its setting is defined by its location by the coastal frontage and it is closely linked with Langstone Harbour, the waterside and views towards the surrounding landscape including Hayling Island. In addition, the Ship Inn is one of the first buildings seen when entering the village from the south and forms parts of key views towards the coastal frontage of Langstone. The setting of the Ship Inn makes a substantial contribution to its significance and it defines its character.

Green Cottage

Just north of the Ship Inn is the Green Cottage (Grade II, NHLE 1091604), a house that dates from the 18th century with a 19th and 20th century exterior. It was named after the small area of green in front of the building by the waterside. It has brick and rendered walls and tiled roof. It is one storey with an attic with hipped dormers. The building incorporates parts in yellowish stone that is believed to have been reused from the ruined Warblington Castle.

The setting of Green Cottage is defined by its location by the coastal frontage, overlooking the water and wetlands with views towards the harbour, Hayling Island and the Old Mill. The small green area to the east of the cottage and a footpath which runs along the coast, reinforce the relationship of the cottage with the surrounding landscape. Panoramic views from the asset towards the surrounding shoreline and landscape can be experienced while Green Cottage also contributes to views of the shoreline when seen from a distance.

The significance of the cottage lies in its historic interest as an 18th century cottage with possible earlier origins. It is associated with Langstone's commercial past. The architectural interest of the building lies in its architectural design, plan and materials. Archaeological interest derives from the potential the cottage to incorporate parts of the ruined Warblington Castle. The setting of the cottage contributes to the significance of the asset.

16, 17 and 18, High Street (Grade II, NHLE 1091596, B5)

This is a row of houses originally of timber frame construction (Photo 8). The houses were built in the 18th century with 20th century alterations. The walls are rendered under a tiled roof. The houses are two storeys with an attic with casements on the first floor windows and sashes on the ground floor. There is evidence of a clandestine chapel in the upper storey of no 18 Langstone High Street, which has a barrel-vaulted ceiling and three patterned, plaster lozenges on one wall. This reflects the strong Roman Catholic presence in Langstone by the early 18th century.

The houses are located just west of the Royal Oak Public House, at the eastern end of the High Street. Their setting is also defined by their coastal location and their relationship with the water and wetlands. Nos 16, 17 and 18 High Street, as a group with the Royal Oak and the Old Mill to the east, contribute to picturesque views

towards the area and create a strong sense of place. The row of houses is also defined by its relationship with the rest of the buildings on the High Street to the west.

The significance of the asset derives from its historic interest as an 18th century building in Langstone, located on the High Street and by the coastal frontage. The row of houses has also architectural interest that lies in their vernacular style and materials. Archaeological interest derives from earliest phases of the houses that might be apparent on the building fabric. The setting of the asset makes a substantial contribution to its significance.

The Royal Oak Public House (Grade II, NHLE 1091597, B6)

This is an early 19th century public house, constructed of brick with a white painted south elevation and a tiled roof (Photo 8). It is two storeys with an attic and has a prominent appearance along the coastal frontage.

The Royal Oak Public House is located in the northern part of the coastal frontage of the village of Langstone. It is a prominent building along the coast and is included in long views of the coast from various public spaces including Langstone Bridge, the Ship Inn and other places along the coastal path. As a group with the cottages (16, 17 and 18, High Street) to the west and Old Mill to the east create picturesque views and a strong sense of place that reinforce the local distinctiveness of the area.

The significance of the building lies in its historic interest as an early 20th century public house but mostly from its group value with the buildings on the High street to the west and the Old Mill to the east. The setting of the asset makes a substantial contribution to its significance.

The Old Mill (Grade II, NHLE 1340200, B4)

The Old Mill dates from the early 19th century and comprises a water mill, a mill store and a windmill that have been converted into a residential property (Photo 14). The water mill is built across a creek, of brick and is one storey with an attic with a half-hipped roof. The windmill is the most prominent of the three parts as it is four storeys and one of the tallest buildings in the village. It comprises a tapered circular tower with its rendered external walls being tarred. The windmill store is one storey with an attic. It is built on brick piers so access is possible by barges in the tidal water.

To the north of the mill buildings extends a mill pond that is fed by the Lymbourne stream. The mill pond is a point of interest of the shoreline footpath and a reminiscence of the early 19th century history of the place and function of the mill. From here there is a view of the surviving gateway tower of Warblington Castle (Photo 16), built by Margaret, Countess of Salisbury, to the north-east and panoramic views across the harbours, the shoreline and Hayling Island (Photo 15).

The mill has historic interest as an early 19th century mill. Not all of its ancillary buildings survive and notwithstanding its conversion into a residential property, it still contributes to our understanding of the asset. The surviving mill pond further contributes to that understanding. Architectural interest derives from the design of the mill and associated buildings. The brick piers, where part of the structure stands, reflect the relationship of the building with the waterside and acknowledge the high and low tides that are experienced. It is considered a landmark in the village and the coastal frontage, contributing to views towards the area. The setting of the asset makes a significant contribution to its significance.

Mill Lane Conservation Area (B12)

Mill Lane Conservation Area is located to the west of Langstone, west of Langstone Road. The southern part of the conservation area is defined by the coastal frontage, with Lavant Stream and South Moor to the west (Photo 1 & 2) and the fields of Southmere extending to the north. The eastern boundary of the conservation area meets the Hayling Billy Leisure Trail which follows the route of the Havant to Hayling Island railway line that has now been demolished; however parts of the bridge can still be seen (Photo 5).

Historically, prior the construction of the section of Langstone Road from the Langstone High Street and southwards, Mill Lane was an extension of the Langstone High Street. Mill Lane provided access to the third mill of the hamlet of Langstone, known as West Mill and further west to South Moor. West Mill closed by 1914 and it was later demolished in 1936. However, the old mill house, mill race, mill pond and quay still survive.

Although some modern development has taken place within the conservation area, this is only small scale. The area has retained its rural character deriving from a plethora of hedgerows and trees (Photo 3 & 4) that surround detached houses set within spacious plots with landscaped gardens.

The relationship of the surrounding waterside adds to the special interest of the conservation area. The foreshore is defined by gardens and open fields that contribute to the openness of the area creating interesting views when seen from Langstone Harbour. These views have not been affected by the development to the south of the conservation area around Harbourside and make a significant contribution to the open nature of the landscape running from marshland at South Moor to the west and continuing beyond the village of Langstone to Ermsworth to the east.

There are no statutorily designated or locally listed buildings here. However, there are two buildings in the Mill Lane Conservation Area that are of local interest. These comprise West Mill and Flint House.

West Mill is the old mill house associated with the historic West Mill that was demolished. It was enlarged in the 1970s and is two storeys, of red brick with blue headers and a tiled roof. West Mill sits to the north-western corner of the conservation area within spacious grounds, and except Driftway House to the east, it is surrounded by countryside. There are views from West Mill towards Langstone Harbour and across to the Isle of Wight.

Flint House is located to the eastern part of Mill Lane. It dates from the late 19th century and is of imposing scale and mass. On the same site there is a lodge associated with the main villa. Both buildings are faced with knapped flint and have a slate roof, with stone window bays and brick dressings.

Although of more modern date, Driftway House and Gulls Way have been designed and built reflecting typical historic houses found in Hampshire and are considered to making a positive contribution to the area.

Wade Court Conservation Area (B11)

Wade Court Conservation Area encompasses the remains of an estate landscaped during the late 19th and early 20th centuries, with the designed landscape making a significant contribution to the surrounding rural landscape.

The conservation area is set around Wade Court House and its associated outbuildings, while it also includes the water garden created from the Lymbourn Stream. Wade Court (Wade Tower East Wing and West Wing, Grade II, NHLE1271906, B10) dates from 17th century and was originally a farmhouse that was later extended in the late 19th century to be transformed into a country house. It was altered and converted into three separate properties in the mid-20th century. The building is constructed of red brick with stone dressings and tiled hipped and gable-ended roofs and parapets. It is two storeys with attics. The original house occupies the western end and comprises five bays. The late 19th century extension comprises seven bays that were added to the east in a combination of Queen Anne and Jacobean styles. At the same time a medieval style tower (Photo 17) was also added, which comprises a four storey, coursed rubble structure.

The Wade Court Conservation Area can be divided into two character areas as a result of the works to the estate in the beginning of the 20th century. One of the areas comprises the water garden that was created from the Lymbourn Stream. It includes artificial ponds and islands connected by bridges, while sculptures and garden buildings are also scattered in the area. The second character area covers the rest of the open parkland. Part of the late 19th century parkland of the estate was encroached in 1965 by the construction of Havant bypass while recent extensions to the bypass have made further inroads. However the area still retains its parkland character and rural feel.

Distinctive feature of the conservation area are the numerous trees around the water garden, the Wade Court House, but also the ones on both sides of Wade Lane (Photo 18). They complement views from and towards the conservation area. The tower of Wade Court House is a prominent feature within the conservation area, but also can be seen from outside the area, particularly from views from Hayling Island and Langstone.

As is the case for most of the shoreline, public footpaths surround and cross the area offering views and glimpses into the conservation area. Outside the conservation area, the land to the south, between the main dwellings and the shore, is called Wade Court Park and is an open grassland area contributing to the rural setting and sense of place.

Warblington Conservation Area (B14)

The south-western corner of the Warblington Conservation Area falls within the study area.

¹ Wade Court Conservation Area Appraisal,
<http://www.havant.gov.uk/sites/default/files/documents/Wade%20Court%20CA.pdf>

The Warblington Conservation Area is set around the Grade I Church of St Thomas-a-Becket (NHLE 1154443) dating from the 12th century with later alterations dating from 13th, 15th and 19th centuries. Another focal point of the area are the remains of Warblington Castle (SM, NHLE 1001913 and Grade II*, NHLE 1154484), a large Tudor courtyard house, surrounded by a moat that was built for Margaret Pole (Countess of Salisbury), between 1514 and 1526. The house was demolished at the end of the Civil War, in 1643. To the north-west of the church stands the Black Barn a Grade II listed building and scheduled monument (SM, NHLE 1001800 and Grade II, NHLE 1340190) that comprises a timber framed barn that dates from the 17th century. These assets fall outside the study area however are discussed here due to their contribution to the Wade Court Conservation Area.

The part of the conservation area that falls within the study area is covered by meadows. Here the land slopes gently down to the water with no sea wall, hedgerow or woodland fringe separating the meadows from the foreshore. This open boundary is highly visible when viewed from Hayling Island and the harbour. Hedgerow trees and groups of trees further north in the conservation area provide a backdrop in views creating the impression of woodland.

There are significant views from the conservation area across Chichester Harbour. These views can be experienced by the coastal footpath to the east of Pook Lane, but also from the whole foreshore area to the south of the conservation area. Long views across the western meadows have a woodland backdrop created by the hedgerow trees and group of trees towards the centre of the conservation area.

4.10 Non-designated heritage assets

Langstone Bridge (B1)

Langstone Bridge (Photo 19) is a 29 span viaduct to the south of Langstone connecting Hayling Island with the mainland to the north. Langstone Bridge comprises the only road link between Hayling Island and the mainland. It was constructed in 1955 by Christiani Nielsen and replaced an earlier timber toll bridge supported on wooden trestles that was built in 1824.

Langstone Bridge is one of the first examples of the use of pre-stressed concrete in a bridge of such scale. Each span is 9.7 metres and has precast pre-stressed beams and is supported on reinforced concrete piled frames.

The bridge has historic interest that derives from its location and marks a historic passage between Hayling Island and the mainland.

Historic connection routes between Langstone and Hayling Island include a Wade Way, a historic causeway (Photo 10) dating to the 13th – 14th centuries that used to be the only way to the Hayling Island from the mainland and Langstone. Today, the causeway is completely impassable however parts of it are visible from the foreshore in Langstone when the tide is low.

The causeway was replaced by a wooden bridge in 1824 with a toll house at its northern end while in the 1860s, a second bridge was constructed providing access to and from Hayling Island that was carrying the Hayling Island branch line. The wooden bridge was replaced by the existing concrete bridge and the railway bridge became disused after the railway's closure. However remains of the railway bridge (Photo 5) can still be seen to the west of the existing concrete bridge.

The Hayling Billy Coastal Path or Hayling Billy Trail, is used by walkers, cyclists and horse riders along the bed of the old railway line between Havant and Hayling Island. Along the path, the old railway remains can still be seen, including the weathered bridge, the railway, bridge remains and the former goods shed which has been converted into the Hayling Island Amateur Dramatics Society (HIADS) Station Theatre.

The remains of the Wade Way as well as the remains of the Hayling Branch line form an integral part of the history of the area. They have integrated with the natural landscape and they contribute to picturesque views of the area. Their proximity to public footpaths and areas accessible from the public creates a sense of place and local distinctiveness.

5. Discussion

The proposed development comprises a tidal flood risk management scheme at Langstone, as part of the 'Hold the Line' 2010 North Solent Shoreline Management Plan policy. The proposed development is focused on the shoreline to the south of the settlement of Langstone, along c. 1km of frontage.

There are pre-existing flood defence structures on the potential scheme alignment, some of which may be preserved, removed or reinforced. Certain improvements may require the construction of new elements in the shoreline or foreshore and these might also require intrusive groundworks to support new structures.

A study area comprising the Site and approximately 500m around the boundary has been assessed in order to gain an understanding of the nature of the cultural heritage landscape. There are eight designated and 31 non-designated assets within the study area. These date from the prehistoric to the modern period, with one medieval and one post-medieval asset located in close proximity to the potential scheme alignment.

The potential scheme alignment is situated within the Langstone (B13) and Mill Lane (B12) Conservation Areas. There are no other designated or non-designated assets within the boundary of the potential scheme alignment, but there are several within the immediate vicinity in the study area. These include listed buildings, conservation areas and several non-designated assets, including find spots and buried remains, as well as medieval and post-medieval structures

There is the potential that insensitive design and use of inappropriate materials will impact upon the setting of the designated heritage assets. These include Langstone (B13), Mill Lane (B12), Wade Court (B11) and Warlington (B14) Conservation Areas, the Ship Inn (B8, NHLE 1303563), the Green Cottage (B7, NHLE 1091604), nos 16, 17 and 18 High Street (B3, NHLE 1091596), The Royal Oak Public House (B6, 1091597) and the Old Mill (B4, NHLE 1340200). Listed buildings, other historic buildings and structures within the conservation areas have the potential to be affected by the proposed development; however due to their setting and coinciding with their location within the conservation areas are not going to be further assessed individually. In addition, Langstone Bridge (B1) and the remains of the former railway bridge to Hayling Island are also likely to be impacted by the proposed development.

Any intrusive groundwork for piling, footings, or drainage associated with the flood defence works could impact on the survival of any previously unknown archaeological remains preserved below ground. Due to the potential scheme alignment's situation on the shoreline, and the lack of prior archaeological excavation along the potential scheme alignment (other than a single negative programme of geotechnical monitoring in 2018), it is difficult to estimate the likely depth of potential remains that could be encountered. Given the presence of shoreline assets such as the medieval Wade Way and timber wharf structures to the east of the study area, any intrusive groundwork may disturb previously unknown archaeological remains including preserved, organic materials.

6. Conclusions and Recommendations

AECOM has been commissioned by East Solent Coastal Partnership (ESCP), to complete a DBA for a flood defence scheme at Langstone, Hampshire. This report has addressed the potential archaeological and cultural heritage issues associated with the proposed development. Data was ordered from the Hampshire HER, and a walkover survey was undertaken on 15th August 2018.

The proposed development has the potential to affect a number of designated and non-designated heritage assets within the study area. The history of the area as well as elements which contribute to the local distinctiveness of the area should be taken into consideration in the design of any development proposals.

The design of the proposed development should acknowledge the special character of the area and its unique coastal and rural setting. The proposed works should integrate with the natural scene and the historic settlements along the shoreline.

Panoramic views from the coastal frontage across the surrounding landscape including the harbours, Langford Bridge and Hayling Island should be preserved and where possible enhanced by any proposed development. Picturesque views towards the coastal frontage and those mainly towards Langstone should also be preserved and where possible enhanced. In addition views towards the remaining rural landscape to the west and east of Langstone coast should also be taken into consideration.

The materials used to construct the proposed development should reflect vernacular materials and existing materials within the area, or high quality modern materials can be used if they can be incorporated into a non-intrusive and appropriate design which respects the historic character of the area and the landscape. The openness of the coastal frontage, views, footpath and public access are of key importance and should be preserved and where possible enhanced.

Existing flood defence structures should be utilised and reused wherever possible.

There are opportunities for enhancement that could be incorporated into the proposed development. These include the possibility for sympathetic resurfacing of the open space to the south of the Ship Inn which is currently used as a public car park. In addition, the public realm of the area and particularly of the Langstone coastal frontage could be enhanced. This can be accomplished by improvements to the seating around the harbour; reinstatement of historic lighting; through the provision of additional historic boards that explain the history of the area and existing historic features; repair and enhancement of street furniture; and through the provision of telescopes along the coastal footpath.

This report has identified a low archaeological potential for the early medieval and modern periods, and a moderate potential for the prehistoric, Roman, medieval, and post-medieval periods. Evidence for prehistoric funerary and industrial activity has been recorded in the west of the study area, and Roman and medieval estates have been identified near the potential scheme alignment in the north and east of the study area respectively. In addition, there are several assets related to the historical commercial port at Langstone, which have been recorded in close proximity to the potential scheme alignment on the shoreline.

Analysis from historic mapping, aerial photography, and LiDAR data indicates the possible presence of a small number of landscape features in the study area, none of which are located in the immediate vicinity of the potential scheme alignment and are therefore unlikely to be impacted by any flood defence works.

The aerial photography analysis suggests there are no landscape features in the immediate vicinity of the potential scheme alignment that may be at risk from the proposed development. However, this analysis, as well as satellite imagery analysis, has identified one asset that may be affected by the potential scheme alignment; the wreck of the Langstone.

With the presence of notable prehistoric, Roman and medieval remains within the study area, there is the possibility that remains from these periods may be encountered during intrusive groundworks. If intrusive groundworks are undertaken, it is recommended that archaeological watching brief is undertaken during construction. It is also recommended that any further geotechnical works carried out in the immediate vicinity of the potential scheme alignment are subject to archaeological monitoring, with samples, especially those from deep borehole works, to be investigated and interpreted by a geoarchaeologist due to the potential for preserved organic remains within sediment layers. However, the presence of post-medieval flood defence schemes in the area, as well as the road to Hayling Island, limits the potential for extant remains dating from the post-medieval period or later to be encountered in this area.

Within the potential scheme alignment, it is thought that there is some potential for previously unknown and preserved archaeological remains being present below the current ground level. Due to the location of the potential scheme alignment along the coast, there is potential for remains to be encountered at any depth. It is likely that any remains encountered would date prior to the post-medieval period, due to the extent of the post-medieval flood defence works within the vicinity, and road to Hayling Island passing through the potential scheme alignment.

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Appendix A Photographs



Photo 1: View from Mill Lane CA to South Moor, 1



Photo 2: View from Mill Lane CA to South Moor, 2



Photo 3: Views within Mill Lane CA, 1



Photo 4: Views within Mill Lane CA, 2



Photo 5: Remains of the railway bridge to Havant



Photo 6: Ship Inn and car park as seen from Langstone Bridge



Photo 7: View of the Langstone Harbour



Photo 8: View of the northern part of the coast of Langstone



Photo 9: View of the Watch Out Tower from the east



Photo 10: View of the Wade Way



Photo 11: Panoramic view towards Hayling Island from the eastern end of the High Street



Photo 12: Nos. 8-14 High Street



Photo 13: Langston Towers



Photo 14: The Old Mill



Photo 15: Panoramic view, west of the Old Mill



Photo 16: View towards Warblington Tower and Emsworth Harbour



Photo 17: View of the tower of Wade Court House



Photo 18: Trees lining Wade Lane



Photo 19: View towards Langstone Bridge

Appendix B – Figures and Plates



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LEGEND

— Proposed scheme extent

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Project Title

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Drawing Title

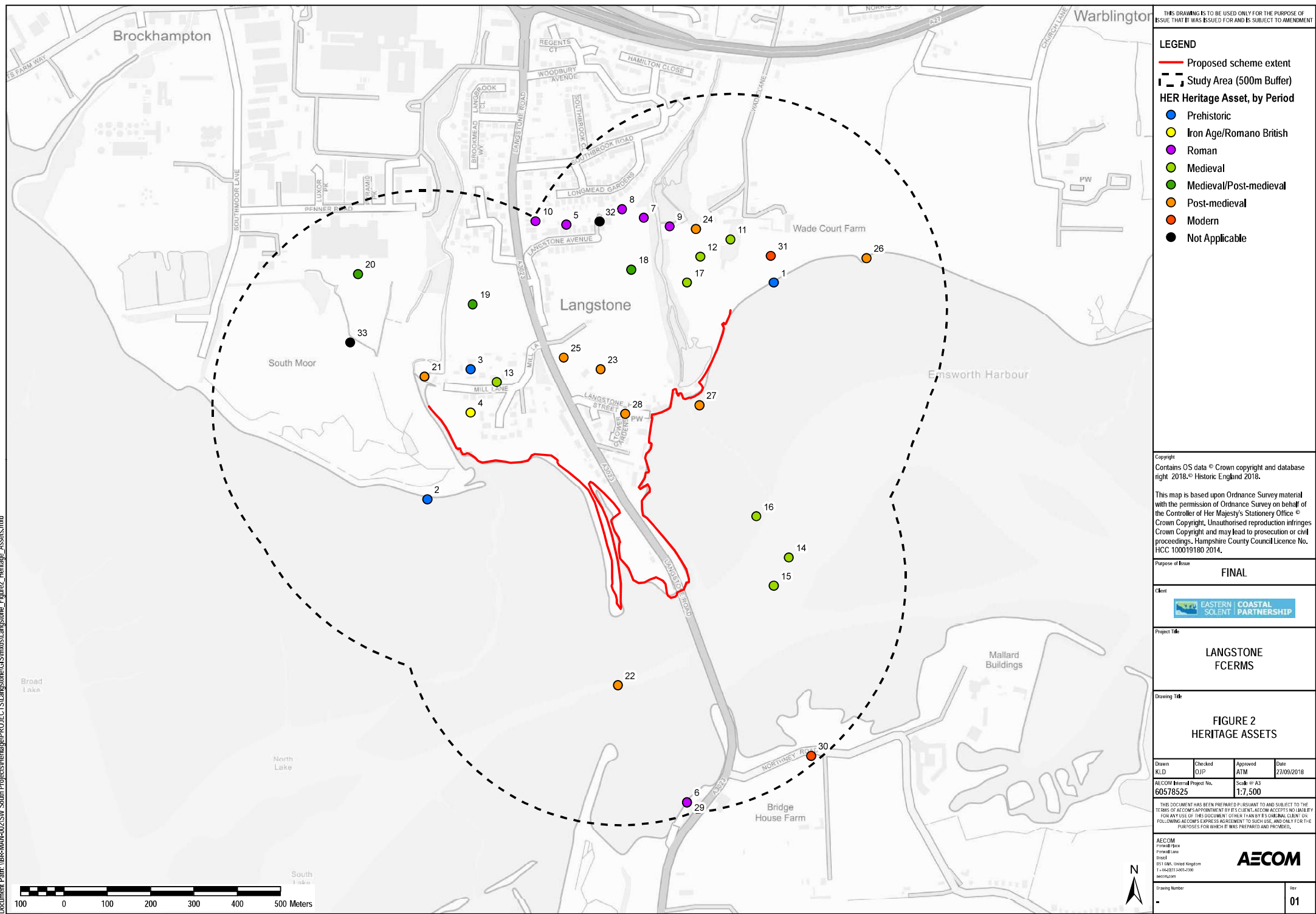
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SITE LOCATION

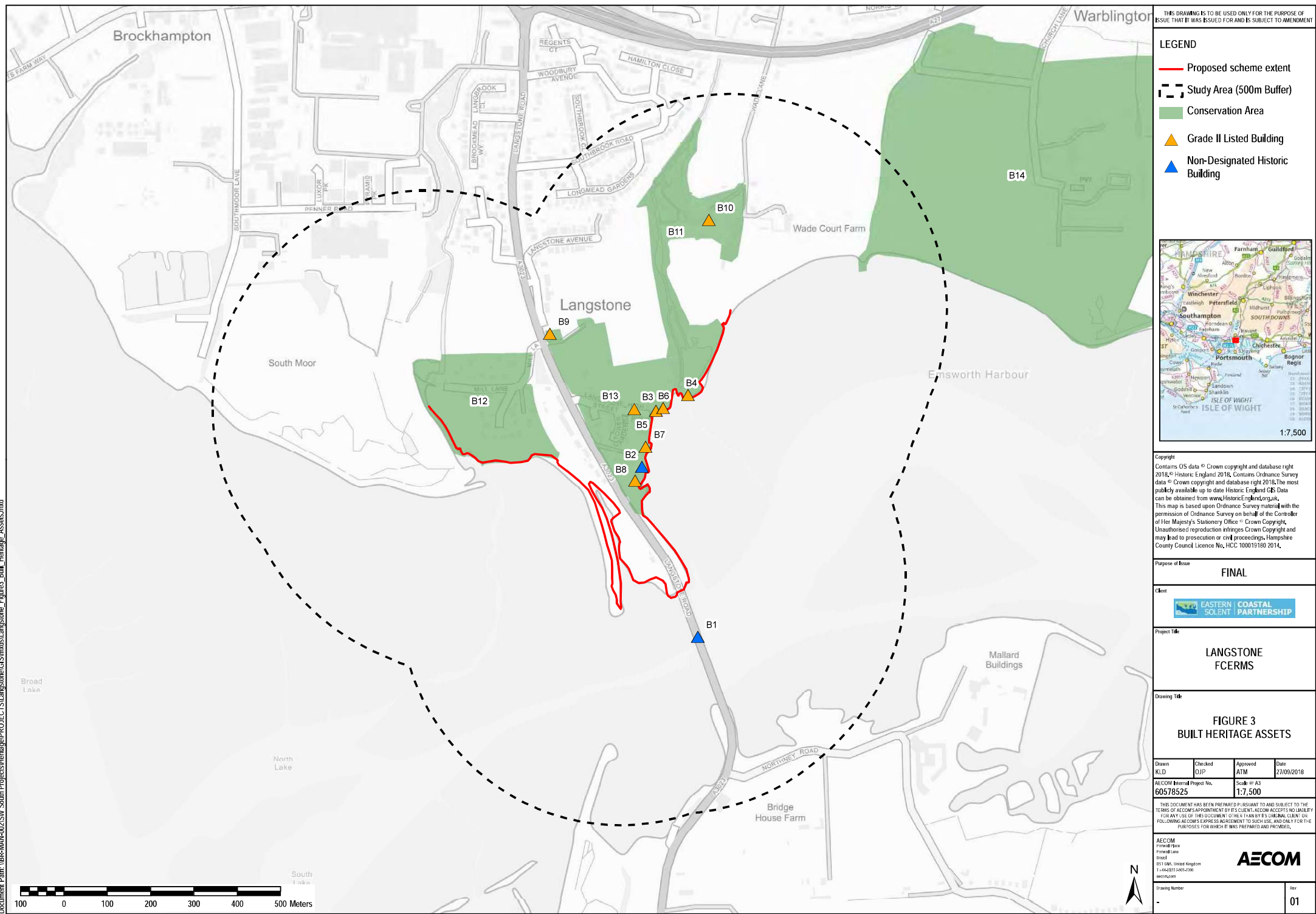
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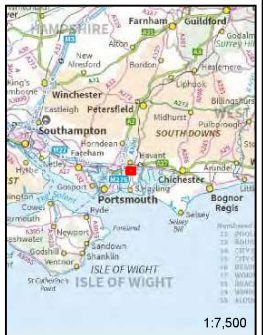




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LEGEND

- Proposed scheme extent
- Study Area (500m Buffer)
- Conservation Area
- Grade II Listed Building
- Non-Designated Historic Building



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**FIGURE 3
BUILT HERITAGE ASSETS**

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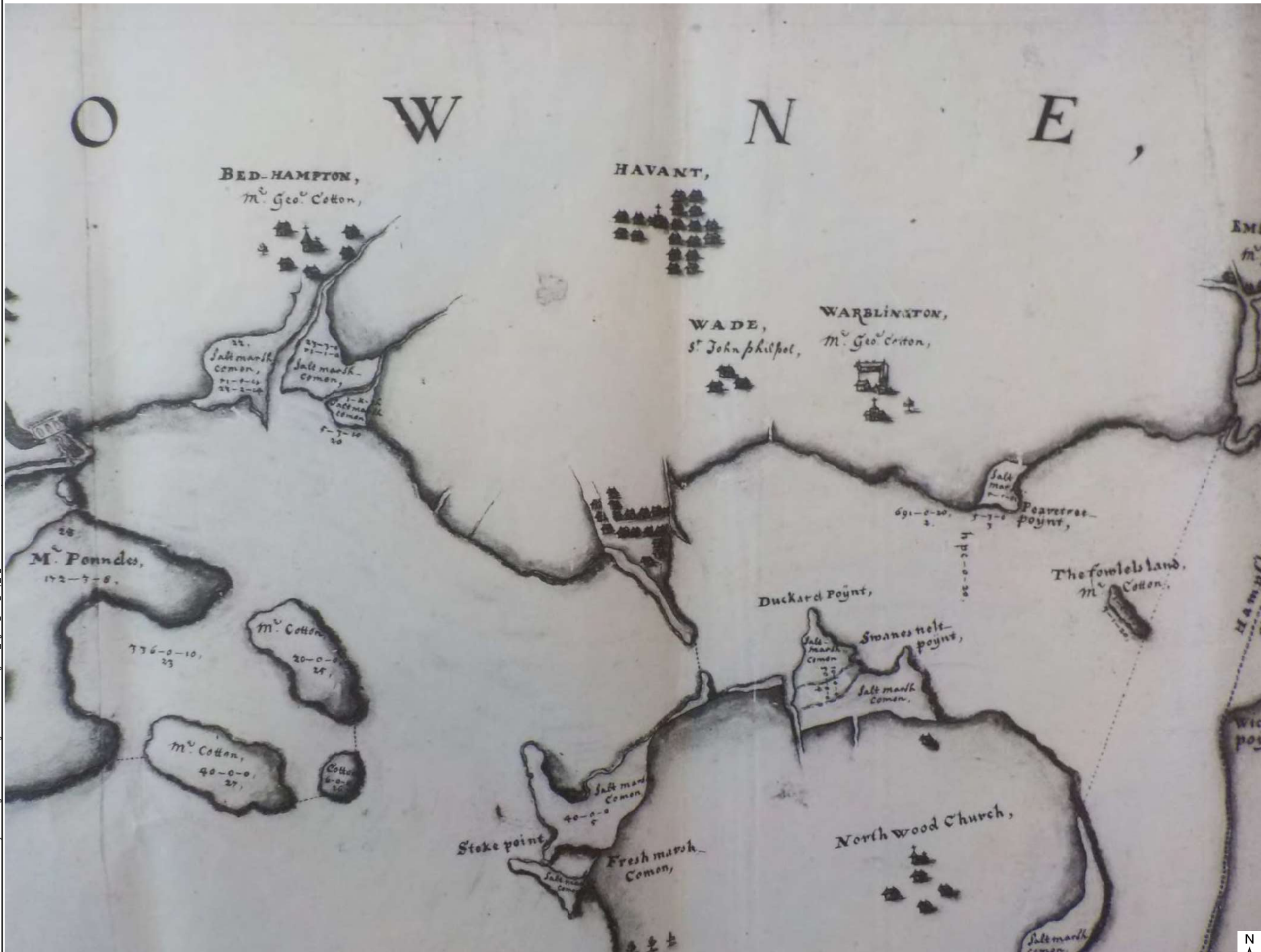
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Project Title
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Drawing Title
FIGURE 4
MAP OF PORTSEA ISLAND
1665

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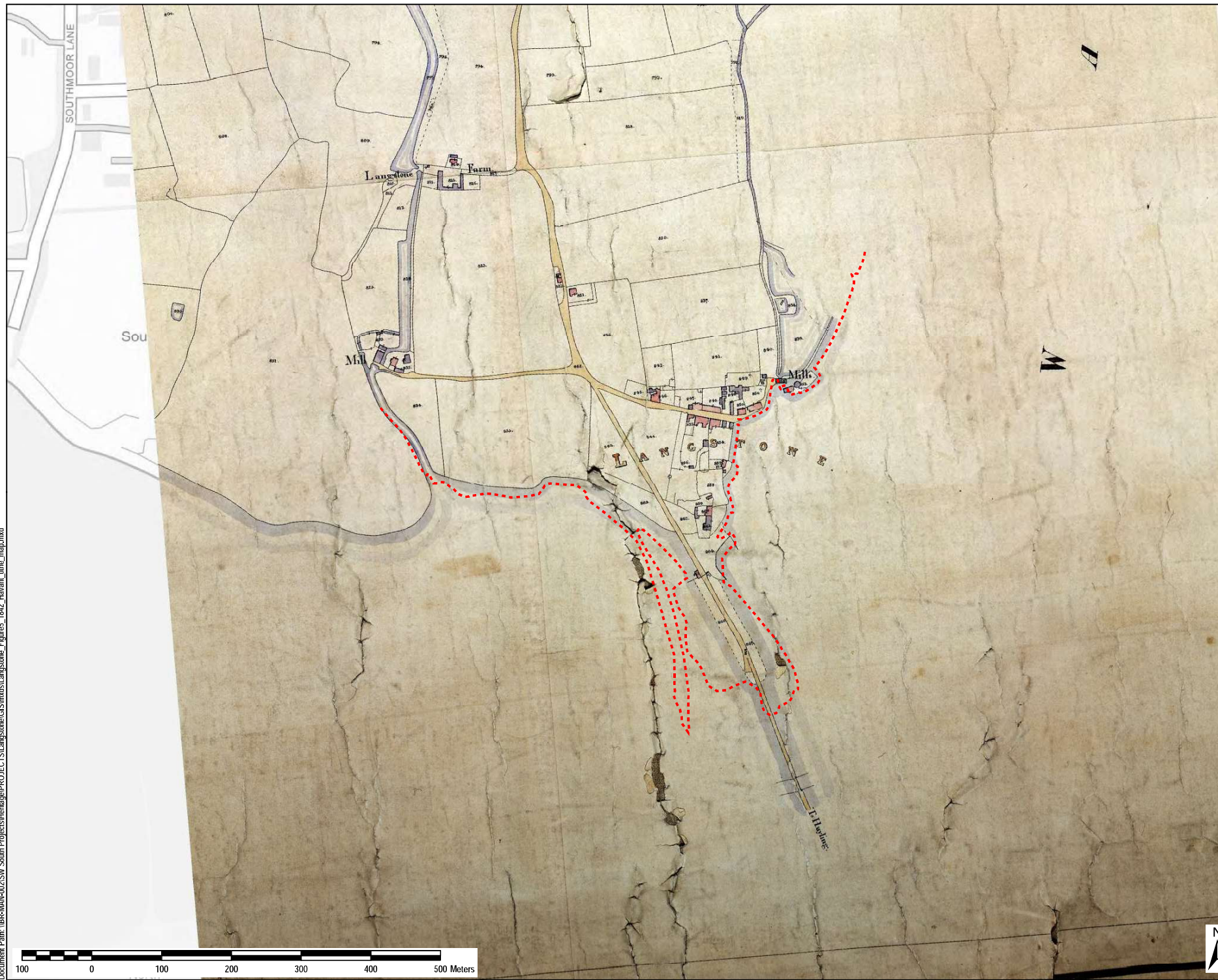
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Project Title
LANGSTONE FCERMS

Drawing Title
**FIGURE 5
HAVANT TITHE MAP
1842**

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KLD	OJP	ATM	27/09/2018

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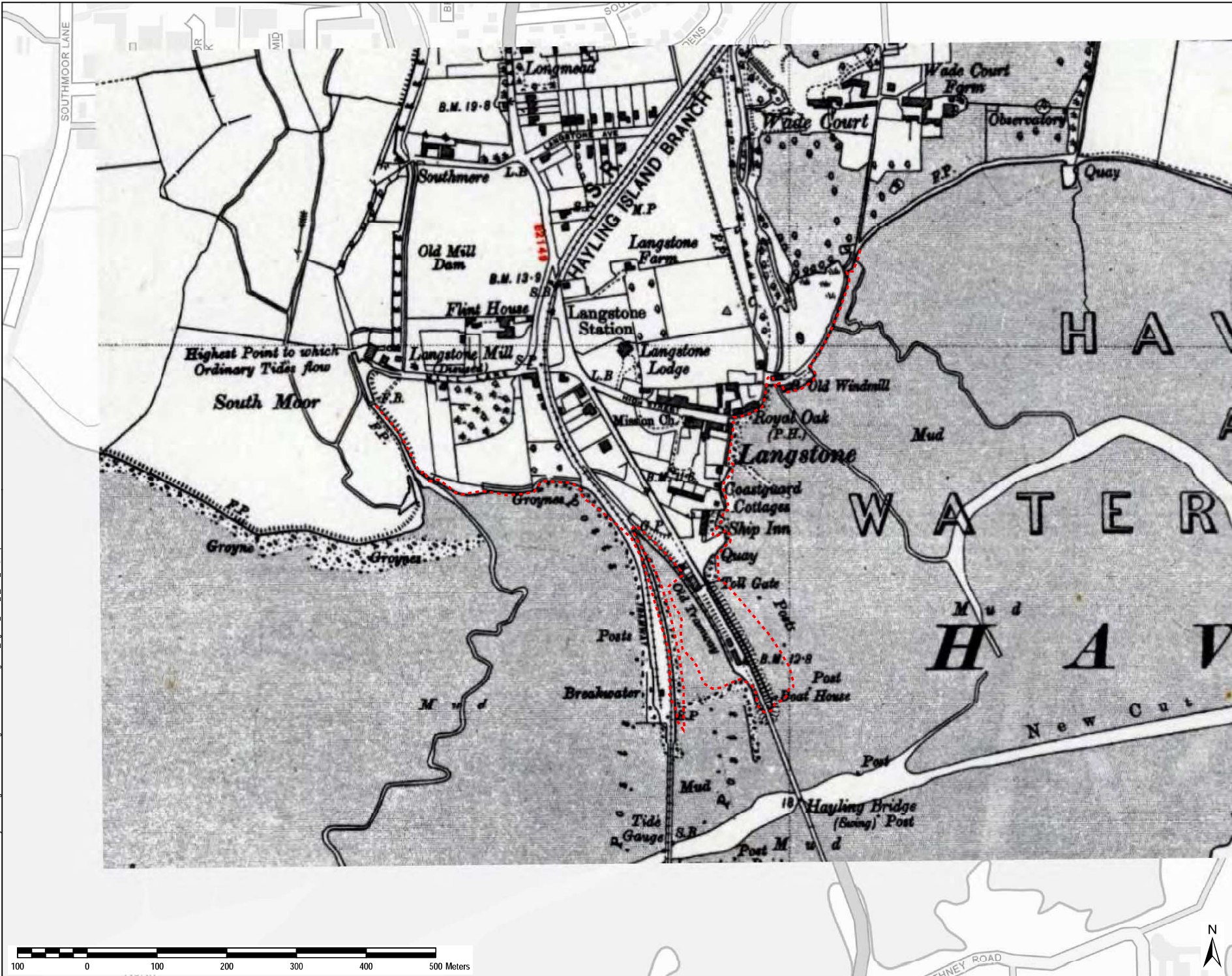
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Project Title
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Drawing Title
FIGURE 8
6-INCH ORDNANCE
SURVEY MAP
1946

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**PLATE 2
1959 RAF
AERIAL PHOTOGRAPH
(F43.58/RAF/2860)**

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**PLATE 3
1963 OS
AERIAL PHOTOGRAPH
(OS/63016)**

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Client **EASTERN COASTAL SOLENT PARTNERSHIP**

Project Title **LANGSTONE FCERMS**

Drawing Title **PLATE 4
1977
AERIAL PHOTOGRAPH
(MAL/77027)**

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Project Title
**LANGSTONE
FCERMS**

Drawing Title
**PLATE 5
1996 OS
AERIAL PHOTOGRAPH
(OS/196535)**

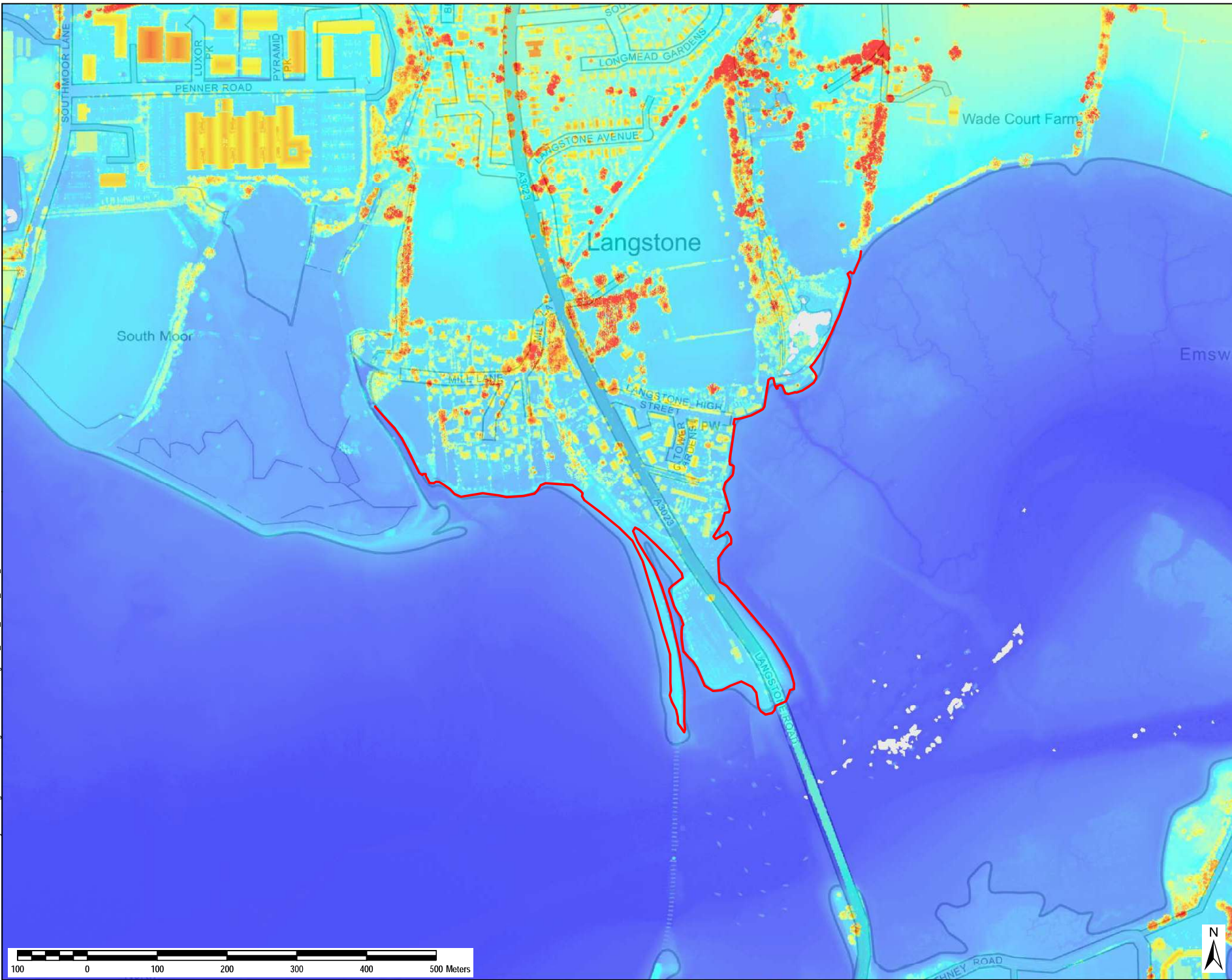
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- Proposed scheme extent
- EA LIDAR DSM (MAMSL)
- High : 34
- Low : -2



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Project Title
**LANGSTONE
FCERMS**

Drawing Title
**PLATE 6
1M LIDAR DSM**

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Appendix C - Gazetteer

Designated heritage assets

Monument ID	Listing	Date	Description	No. on Fig 3
NHLE 1091595 (HER 334, 6881-6885, 6887)	Grade II	18 th century	8-14 High Street. Irregular terrace with interior timber framing, but predominantly 18 th century exterior with brick walls.	B3
NHLE 1340200 (HER 3889, 9400)	Grade II	18 th – 19 th century	The Old Mill, Langstone. Mill built in the 18 th century (HER 9400), converted to dwelling (HER 3889) in the early 19 th century and listed as 19 th century dwelling. A close group of 3 parts, comprising a water mill (tide mill), and a mill store (now a dwelling) attached to a windmill (part of the dwelling).	B4
NHLE 1091596 (HER 6889-6891)	Grade II	18 th – 20 th century	16-18 High Street. Houses of timber framed origin. 18 th century with 20 th century alterations.	B5
NHLE 1091597 (HER 6892)	Grade II	19 th century	The Royal Oak public house. Early 19 th century, painted brick with tiled roof.	B6
NHLE 1091604 (HER 6911)	Grade II	19 th century	The Green Cottage, house of 18 th century origin but 19 th and 20 th century exterior.	B7
NHLE 1303563 (HER 6912)	Grade II	18 th century	The Ship Inn. Public house. 18 th century, much restored.	B8
NHLE 1340206 (HER 6913-6914)	Grade II	18 th century	59 and 61 Langstone Road. Pair of houses. Late C18.	B9
NHLE 1271906 (HER 14683)	Grade II	18 th century	Country house, divided into 3 dwellings, c. early 18 th century, extended in late 19 th century and altered in mid-20 th century. Red brick with stone dressings, original house has front wall of vitrified brick in header bond; coursed stone rubble tower.	B10

Monument ID	Listing	Date	Description	No. on Fig 3
-	Conservation Area	-	Wade Court Conservation Area, comprises the remains of an estate landscaped during the late 19 th and early 20 th centuries which contribute significantly to the rural appearance of the land bordering Chichester Harbour.	B11
-	Conservation Area	-	Mill Lane Conservation Area, protects the open, historic landscape adjacent to the Langstone and Chichester Harbours.	B12
-	Conservation Area	-	Langstone Conservation Area encapsulates what was the historical hamlet of Langstone that evolved around the harbour.	B13
-	Conservation Area	-	The Warblington Conservation Area was designated in 1993, and is centred on the medieval remains of Warblington Castle, and the Ancient Church of St Thomas-a-Becket.	B14

Hampshire HER non-designated built heritage assets

Monument ID	Type	Date	Description	No. on Fig 3
54217	Historic Building	1955	Langstone Bridge, a 29 span viaduct constructed in 1955 by Christiani Nielsen providing the only road link between Hayling Island and the mainland. The bridge replaced an original timber toll bridge supported on wooden trestles, built by private enterprise in 1824, latterly owned by the British Transport Commission	B1
65156	Historic Building	19 th century	Coastguard station and watchtower, shown on historic mapping from the late 19 th century	B2

Hampshire HER non-designated assets

Monument ID	Type	Period	Description	No. on Fig 2
23389	Findspot	Prehistoric	Flint artefacts, mostly struck flakes but with some scrapers and blades, have been found on the foreshore at Warblington Quay. The artefacts probably derive from the eroding soil overlying the Coombe Rock	1
23572	Findspot	Prehistoric	Nine Neolithic flints all with secondary working and at least 2 scrapers	2
23578	Monument	Prehistoric	Fragments of Bronze Age urns, probably the remains of a Bronze Age cremation burial and a cremation burial in a well preserved inverted barrel urn found at Mill Lane	3
33663	Findspot	Iron Age/Romano British	A fine group of Atrebatian pottery of the 1st century found at Mill Lane, Langstone. From an Iron Age/Romano British site, associated with evidence of salt-making.	4
23482	Monument	Roman	Remains of a Roman villa site were located in a garden to the north side of Langstone Avenue	5
23581	Findspot	Roman	Four Roman coins were found on the foreshore to the south-west of the Hayling Island road bridge	6
50062	Monument	Roman	Roman building remains found in this area during the 1960s. Possibly the remains of a Roman villa	7
50067	Findspot	Roman	Roman pottery found during building works in 1964	8
50142	Findspot	Roman	Roman roof tile and greyware pottery from a jar were found from a tree root following windblow	9
69307	Findspot	Roman	Finds included Roman imbrex and tegula roofing tiles, a Roman pottery sherd (possibly New Forest ware) and a fragment of what appears to be a mortarium made from Purbeck Shelly Limestone	10
39341	Named Place	Medieval	Wade Court, first documented in the 12 th century as WADA	11
23362	Findspot	Medieval	Sherds of medieval pottery and quernstone fragments have been found to the west of Wade Lane	12
38660	Monument	Medieval	A linear feature running north-south was uncovered at Flint House during an evaluation. It contained a sherd of 13 th -14 th century pottery and may date to this period, possibly a drainage or boundary ditch between fields or properties	13
23433	Monument	Medieval	Wade Way, a causeway which leads south from Langstone High Street and curves south-east and then south to reach Hayling Island. The causeway is approx. 2m wide. Documentary evidence for the Wade Way is known from 1552 onwards, however there is evidence to suggest it was created in the 14 th century. Wade Way is now split into 3 parts, 23433 is the eastern part	14
31778	Monument	Medieval	Southern part of Wade Way	15
57155	Monument	Medieval	Northern part of Wade Way	16
23496	Monument	Medieval	Medieval salterns are recorded south of Wade Court Farm	17
64951	Monument	Medieval/Post-medieval	Ridge and furrow earthworks, thought to be medieval or post-medieval in origin	18

Monument ID	Type	Period	Description	No. on Fig 2
65107	Monument	Medieval/Post-medieval	Ridge and furrow earthworks, thought to be medieval or post-medieval in origin	19
35300	Monument	Medieval/Post-medieval	17 th or 18 th century rubbish pit with associated pottery, as well as cockle shells, butchered animals, and grass/straw, 14 th century pottery in another pit	20
56264	Monument	Post-medieval	Langstone mill, shown on maps from the 19 th century, but a mill is known to have existed there from the 16 th century	21
23601	Monument	Post-medieval	Langstone Railway Swing Bridge, late 19 th century swing bridge built to take railway across to Hayling Island	22
32466	Findspot	Post-medieval	8 clay pipe fragments dating to the 19 th century	23
52016	Parks and Gardens	Post-medieval	Wade Court, 19 th century house with late 19 th century – early 20 th century water garden, adjacent to shoreline with harbour views. Original parkland remains largely undeveloped and rural in character. The tower and mature mixed 19 th century tree planting contribute to the landscape character and setting of the conservation area and Emsworth Harbour	24
65155	Monument	Post-medieval	Site of Langstone Railway Station, shown on historic maps	25
58029	Maritime	Post-medieval	Parallel timber piles, probably the remains of a wharf or jetty	26
57339	Maritime	Post-medieval	The wreck of the 19 th century sailing barge 'Langstone'	27
57340	Monument	Post-medieval	Anchor of sailing barge 'Langstone'	28
26082	Monument	Modern	Anti-tank blocks, 17 regular anti-tank blocks, dated 1940	29
65022	Monument	Modern	Site of WWII pillbox, visible on aerial photographs	30
69557	Monument	Modern	Anti-tank gun emplacement, identified through the Defence of Britain Project	31
55938	Monument	-	Watching brief in 1994, confirmed that the Roman villa did not extend as far as 8 Langstone Avenue	32
69755	Monument	-	Archaeological monitoring undertaken during the excavation of geotechnical test pits, no archaeological finds, features, or deposits were encountered	33

