

Environmental Statement

**CHAPTER 15 – Amenity, Recreation
and Socioeconomics**

Langstone FCERM Scheme

January 2026

Langstone FCERM Scheme Environmental Statement

Chapter 15

Amenity, Recreation and Socioeconomics

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15. Amenity, Recreation and Socio-Economics

15.1 Introduction

This section provides an impact assessment of the proposed scheme on **Amenity, Recreation and Socio-Economics**. The impact assessment also details necessary mitigation and residual impacts to demonstrate the environmental acceptability of the scheme.

15.2 Key Legislation, Policy and Guidance Considerations

This section provides a brief overview of local policies relevant to amenity, recreation and socio-economics. Key national legislation relevant to the scheme is covered in **Chapter 6 Legislative Framework** of this ES.

Havant Borough Core Strategy 2011 sets out the following policies relating to amenity, recreation and socio-economics:

- *Policy CS1* sets out that planning permission will be granted for developments which encourage healthier lifestyles that improve the wellbeing across the borough and promote the borough as an attractive destination for recreation, leisure and culture.
- *Policy CS5* relates to safeguarding existing tourist facilities.
- *Policy CS6* relates to the regeneration of the Borough including flood and erosion management measures.
- *Policy DM8* relates to the importance of the rich and diverse environment and the need to protect and enhance it for both its nature conservation value, recreation and public access opportunities.

Havant Borough Local Plan Pre-submission version 2020 sets out the following policies relating to amenity, recreation and socio-economics:

- *C2 Tourism*: this policy encourages the provision of sustainable and small-scale recreational opportunities for tourists and day visitors.
- *E2 Health and wellbeing*: this policy will allow developments that promote a sense of community, facilitate active and healthy lifestyles and new opportunities for active travel.
- *E8 Protection of existing open space*: this policy will allow development on these spaces to be permitted where the proposal is for a recreation use which would retain or enhance the value of the open space.
- *E11 Sports and Recreation*: this policy promotes healthy lifestyles and encourages physical activity.

- *E19 Managing flood risk in new development*: this policy states that developments need to provide a flood risk assessment and highlights that flood risk can be due to tidal flooding, fluvial flooding, surface water run-off and rising ground water.
- *E22 Amenity and Pollution*: the purpose of the policy is to control the adverse effects which could occur as a result of new development on existing occupiers, as well as through the inappropriate location of new development close to sources of pollution or other threats to amenity.

Havant Local Walking and Cycling and Infrastructure Plan (LCWIP) 2023 sets out the strategic approach to identifying cycling and walking improvements required at the local level. The aims of the strategy are:

- By 2025, walking will be the travel mode of choice for short trips and the most popular and accessible means of recreation
- By 2025, cycling will be a convenient, safe, healthy, affordable and popular means of transportation and recreation within Hampshire

15.3 Methodology and Approach to EIA

Section 1.3 of the Introduction provides detailed information on the methodology and approach used to inform this ES. It outlines the assessment methodology including how the significance of each impact was classified and determined.

To summarise, this chapter is structured in the following way:

- **Baseline conditions**: details the baseline environment, expanding on the work of the environmental scoping report.
- **Potential impacts**: details any impacts the proposed scheme could have on the baseline environment.
- **Mitigation and residual impacts**: presents mitigation that has been identified to remove or reduce the identified impacts of the proposed scheme on the baseline environment, highlighting any residual impact.
- **Conclusions**: confirms whether the full works are considered environmentally acceptable following the implementation of any required mitigation.

15.3.1 Establishing the Baseline

A desk-based study was undertaken to describe the existing amenity and recreational activities along the Langstone frontage including local businesses, tourists and local residents amongst other users of the area. Engagement has been undertaken with local businesses / commercial properties that are likely to be affected by the scheme, as well as public consultation whereby drop in events and workshops have been held. See **Chapter 5 Consultation** for detailed information on this.

15.4 Baseline Conditions

This chapter includes information on Havant Borough as well as information specific to the Langstone area. See **Section 15.10** for a list of references used to collate the baseline information.

15.4.1 Population

Langstone is located within St Faiths ward of Havant Borough. Havant has a population of 124,200 of which St Faiths ward is home to 10,300. In Havant, the population density is of 2,228 persons per sq. km, against an average of 481 persons per sq. km for the southeast (Office of National Statistics, 2021).

15.4.2 Deprivation

The Indices of Multiple Deprivation [IMD] combine information pertaining to income, employment, education, health, skills and training, barriers to housing and services and crime to establish a deprivation score. The lower the score obtained, the greater the deprivation. Havant Borough is ranked 133 most deprived out of 317 authorities on the IMD. However, Langstone falls within the least deprived decile and is therefore among the 10% least deprived neighbourhoods in the country (CDRM, 2019).

15.4.3 Employment

The Nomis Labour Market Profile provides employment data for 16-64 year olds for Havant, the southeast and Great Britain as a whole. **Table 15.1** shows that in Havant, the proportion of economically active residents and those in employment is lower than both the regional and national average. The number of residents that are employees is lower than the regional and national average. The number of residents who are self-employed is higher than both the regional and national average. Levels of unemployment are higher in Havant than the southeast and the national average (Nomis, 2024).

Table 15.1: Percentages of employment in Havant, the South East and Great Britain as a whole (Nomis, 2024)

Employment (October 2022 – September 2023)	Havant (%)	South East (%)	Great Britain (%)
Economically Active	70.0	81.3	78.8
In Employment	69.0	78.5	75.8
Employees	55.4	68.4	66.3
Self Employed	12.9	10.0	9.2
Unemployed	4.0	3.3	3.7

15.4.4 Economy

Havant borough's economy is centred largely on the production industries and construction, while its service sector is underdeveloped compared with the rest of the region and the UK as a whole. There is niche activity around electricity supply, telecommunications, fluids, computing and electronics, and aerospace and transport.

A small fleet of commercial fishermen operate from Langstone and Chichester Harbours, often fishing in the wider Solent. Fishing activities in the vicinity of the Scheme are regulated by the Southern Inshore Fisheries and Conservation Authorities (IFCA) and the Sussex IFCA.

Within Langstone Harbour, there is a small fleet of commercial charter boats available for sea-angling trips in the Solent and further afield. There is also a small fleet of commercial fishing vessels in both harbours catching a variety of seafood including clams, whelks, oysters and finfish (Langstone Harbour Board, 2021). The disturbance to commercial fisheries has been scoped out of this assessment as outlined in the EIA Scoping Report produced for the scheme (Coastal Partners, 2020) (see **Appendix A**).

Table 15.2 shows that the majority of jobs in Havant are in sectors G, P and Q, with a significant number of roles also within sectors C, F, M and I.

Table 15.2: Employee Jobs By Industry (2022)

Employee jobs by industry (2022)	Havant (%)	South East (%)	Great Britain (%)
B: Mining And Quarrying	0.0	0.1	0.2
C: Manufacturing	8.5	5.9	7.6
D: Electricity, Gas, Steam And Air Conditioning Supply	3.7	0.3	0.4
E: Water Supply; Sewerage, Waste Management And Remediation Activities	1.1	1.0	0.7
F: Construction	7.3	5.0	4.9
G: Wholesale And Retail Trade; Repair Of Motor Vehicles And Motorcycles	17.1	15.0	14.0
H: Transportation And Storage	2.4	4.8	5.0
I: Accommodation And Food Service Activities	7.3	7.5	8.0
J: Information And Communication	3.7	6.1	4.6
K: Financial And Insurance Activities	1.5	2.5	3.3
L: Real Estate Activities	2.0	1.7	1.9
M: Professional, Scientific And Technical Activities	8.5	9.6	9.1
N: Administrative And Support Service Activities	6.1	9.2	9.0
O: Public Administration And Defence; Compulsory Social Security	3.7	3.6	4.7
P: Education	12.2	9.9	8.6
Q: Human Health And Social Work Activities	11.0	12.7	13.5
R: Arts, Entertainment And Recreation	2.2	3.0	2.4
S: Other Service Activities	1.7	2.0	2.0

15.4.5 Amenity, Recreation and Visitor Economy

Langstone sits on the coastal area of mainland Havant north of Hayling Island, interfacing with Chichester and Langstone Harbours. The A3023, the only road linking Hayling Island to the

mainland via a bridge, runs through Langstone. Hayling Island has approximately 17,500 residents and over 1000 Small Medium Enterprise businesses (B2B marketing dataset). Visitors are attracted to the island's beaches and holiday camps.

In Langstone, there are a number of businesses including a Premier Inn hotel and Langbrook Farm Carvery. Within Langstone Village, more local to the Scheme, there are two public houses at the Ship Inn and Royal Oak. There is no village shop within Langstone, with the nearest convenience stores located on Hayling Island or north of the A27 in Havant. Local amenities are limited to public toilets.

The Wider Benefits Assessment identified an estimated average 43,147 visitors to Langstone each year for outdoor recreation, including water sports predominantly from spring to autumn. The area is also popular with bird watchers, particularly during the wintering bird season between October to March, and recreational anglers and walkers.

The proposed Scheme intersects with several long distance access routes including The Hayling Billy Line. This is a linear footpath / bridlepath / cycleway that takes the route of the old railway line between Hayling Island and Havant, starting at Havant train station. The track is used by walkers, cyclists and horse riders. Other long distance routes which intersect the scheme are the Wayfarers Walk, the Solent Way and Shipwrights Way. The Shipwrights Way is a long distance path for walkers, cyclists and horse-riders. The Wayfarers Walk is a 71 mile walk from west Berkshire to Emsworth and intersects the scheme along frontage 5, Mill Lane and the High Street. The Solent Way is a 60 mile walk from Milford-on-Sea to Emsworth and follows the route of the Wayfarers Walk along Frontage 5, Mill Lane and the High Street. The Solent Way footpath passes the Old Mill, now a private residence and Langstone Mill Pond, home to colony of little and cattle egrets. The black mill is a distinctive feature of the landscape and both the Old Mill and Mill Pond attract visitors and are valuable to the local community.

There are also several other Public Rights of Way (PRoW) or permissive paths within the vicinity of the Scheme. These include:

- Langstone Harbour Waterside Walk.
- 129 (along the frontage between the Ship Inn and the Royal Oak public houses).
- 54b linking the Hayling Billy Trail to the Royal Oak public house.
- 45 (to the west of the site).
- 131 (to the north of the High Street and site).
- 56 (to the east of the site).
- Bridleway 132 links Langstone with Hayling Island across the intertidal foreshore.

Within the vicinity of the Scheme there are several key points of recreational interest:

- Langstone Sailing Club and Havant Youth Sail Training Scheme are situated within the scheme area, operating in Chichester Harbour.
- Recreational activities such as angling, yachting, stand up paddle boarding, dinghy sailing, motor cruising, windsurfing, water skiing (under license), jet skiing (with a permit) and canoeing are all well-established within Langstone and Chichester Harbours.
- Shoreline access.
- PRoWs, cycleways and bridleways

Angling is one of the many recreational activities within Langstone harbour with observations of anglers fishing from Langstone Road bridge, and sometimes from the adjacent beaches. Fishers are likely to be targeting bass with lures, or bait fishing for bass, mullet or flatfish at these locations (*pers. comms.* IFCA).

Local community groups include:

- Langstone Residents Association
- Langstone Village Neighbourhood Watch
- Langstone Conservation Group
- Langstone Village Association
- Langstone Sailing Club
- Friends of Chichester Harbour
- Friends of Langstone Harbour
- Havant Civic Society

15.5 Identification of Effect Pathways

The scope of the impact assessment on amenity, recreation and socio-economics has been informed by the Environmental Scoping Report produced for the scheme (Coastal Partners, 2020) and the associated Scoping Opinions received from Havant Borough Council (HBC) and the Marine Management Organisation (MMO) in February 2021 and May 2021 respectively (see **Appendix A**). **Table 15.3** below provides a summary of the potential impact pathways scoped in and out of the assessment with respect to amenity, recreation and socio-economic receptors.

Table 15.3: Summary of EIA Scoping for amenity, recreation and socio-economics potential impact pathways.

Potential Impact Pathway	Scoping Decision	Notes
Temporary effects on socio-economic, amenity and recreation (construction)	Scoped In	The Scheme has the potential to disrupt local businesses particularly associated with the Ship Inn and Royal Oak public houses, both of which are in the immediate vicinity of construction works. In addition, a number of recreational interests including recreational fishing could be affected by the scheme during construction. This impact pathway has therefore been scoped in for further assessment, as confirmed by the Public Health England (PHE) and MMO Scoping Opinions.
Permanent effects on socio-economic, amenity and recreation (operation)	Scoped In	Reduced flood risk to properties and businesses should have a positive economic impact. Avoided flooding of the A3023 will benefit residents and local businesses, enabling continued access. Improved amenity such as resurfaced footpaths, widened in places, will have a positive impact on amenity and recreation. There is also an opportunity to resurface parking areas and reduce flood risk to vehicles, however there may be changes to parking spaces and layout through installation of flood defences. This impact pathway has therefore been scoped in for further assessment, as confirmed by the PHE and MMO Scoping Opinions.

In summary, the potential impacts on amenity, recreation and socio-economics during the construction of the proposed scheme that have been scoped in for further assessment are:

- Temporary loss and/or disturbance to residents and tourism due to construction works along the coastline.
- Temporary loss and/or disturbance to leisure / recreational interests within the area, including obstruction to footpaths within the footprint of works.

The potential impacts on amenity, recreation and socio-economics during the operational phase of the proposed scheme that have been scoped in for further assessment are:

- Impacts on recreation and amenity through the design of the scheme and associated landscaping / access improvements.
- Impacts to residents and the local economy through the reduced flood risk to residential property and businesses.

These potential impacts are characterised and assessed in more detail in **Section 15.6** for the construction phase and **Section 15.7** for the operational phase of the proposed scheme.

15.6 Potential Impacts During Construction

The effects of the construction of the proposed Scheme on amenity, recreation and socio-economics within the study area has been assessed. A description of the significance of effect upon amenity, recreation and socio-economics potentially caused by each identified impact is provided below.

15.6.1 Temporary loss and/or disturbance to residents and tourism due to construction works along the coastline

The proposed Scheme will result in some amenity areas closed off to the public on health and safety grounds whilst the construction work takes place. This is assessed in **Chapter 13 Traffic and Access**.

This assessment also considers the loss of open space as a result of the main compound located in the fields to the north of the Royal Oak pub (Langstone Meadows). The location of the compound has been chosen to minimise disruption to local residents, in particular those on Langstone High Street. The loss of open space will be temporary and alternative areas are available nearby. Any damage to the open space such as from vehicular use of the compounds will be repaired and the grass reinstated upon completion. Overall, the use of open space for compounds will be minimised where possible. Any changes will be short term and temporary.

The impact of the construction works on local residents from worker movements and excavation vehicles is assessed in **Chapter 13 (Traffic and Access)** and mitigation measures are identified in the **Construction Traffic Management Plan (CTMP)**.

The visual impact of the construction works on the landscape and seascape are covered in **Chapter 12 (Landscape/Seascape and Visual Impacts)**. Impacts relating to ecology are

assessed in **Chapter 9 (Terrestrial Ecology)**, ornithology in **Chapter 10 (Ornithology)**, and marine ecology within **Chapter 8 (Marine Ecology)**.

Overall, considering the medium sensitivity of users and a low magnitude of change, impacts are assessed as **minor adverse impact** with mitigation.

15.6.2 Temporary loss and/or disturbance to leisure / recreational interests within the area, including obstruction to footpaths within the footprint of the works

There is potential for the proposed Scheme to cause disruption to leisure activities including recreational angling and sailing during construction. The compound at the southern extent of Frontage 2 with potential access via the Langstone Sailing Club boat storage area may be used as a satellite compound during the construction of Frontages 1A (Billy Line Footpath) and 2 (Billy Line Embankment). The current programme estimates construction to begin in April until October 2027. The compound is expected to be demobilised in October 2027 following completion of the works. The loss of storage space for boats will be temporary and short-term. There is the potential for limited disturbance to anglers fishing in the vicinity of the Ship Inn pub during construction however, there are alternative areas close by which can be used as an alternative. In addition, impacts on amenity and recreation may also arise from the cessation of other recreational activities that take place within the area of the proposed works such as bird watching and the use of the public slipway. Access to the slipways will be maintained apart from during the construction works to the Ship Inn flood wall (Frontage 3) anticipated from April to October 2026, though construction traffic may continue to utilise the slipway adjacent to the Ship Inn in the second construction period, from April to October 2027. These impacts will be localised and temporary and alternative areas for activities can be used in close proximity.

There is a potential for the proposed construction works to cause disruption to leisure and recreation associated with changes in path alignments in the local area and temporary path closures during construction. Reference should be made to Chapter 13 (Traffic and Access) and the Construction Traffic Management Plan (CTMP) and relevant plans which set out the indicative closure points and diversion routes per sub-frontage. The vehicle access from Langstone Avenue into the field (compound) will involve some local alterations to the kerbs and chamfering to the adjoining road, cycle path and pavement. The diversion to the pedestrian footpath will be for the duration of the proposed works. All footpath closures will be suitably signed with a diversion route plan at the start and end of the diversion along with intermediate joining points, to warn the public of construction works. Any required consents, including TTROs and consent to divert public rights of way, will be applied for.

The public footpath 54b, runs north to south through the fields joining up with the footpath 129 adjacent to No. 21 High Street and the Mill Pond. This footpath will be closed during the construction works and an alternative route can be taken following the Shipwrights Way north and following a footpath through the adjoining field to join the shoreline further east along the coastline as shown in **Figure 15.1**. The existing footpath to be closed is approximately 0.5 km long. The diversion is approximately 0.7 km. A slight increase in path length of 0.2 km is therefore anticipated during construction.

The public footpath 129, runs along the frontage between the Ship Inn and the Royal Oak public houses. This footpath will be closed during construction of Frontages 4 (Look Out to Winklemarket) and 5 (High Street to Royal Oak) but access will be maintained to the foreshore outside of construction as much as possible during the winter 2026 and spring 2027.

The proposed construction works will cause disruption to the long distance paths which intercept the proposed works. These include the Hayling Billy/Shipwrights Way, Solent Way King Charles III England Coast Path (Portsmouth to South Hayling and South Hayling to East Head when fully opened) Wayfarers Walk. The Solent Way and Wayfarers Walk will be diverted up the pedestrian footpath (A3023) and follow the Shipwrights Way north following the footpath back down to the coast to re-join the route further east, as shown in **Figure 15.1**. The section of the Solent Way and Wayfarers paths to be closed is approximately 0.5 km long. The anticipated diversion is approximately 1.3 km therefore; the path length will be increased by 0.8 km during construction. This diversion will increase the length of the route, but it will be temporary and short-term, with the diversion in place during construction works anticipated between March to November 2026 and April to October 2027. The Hayling Billy/Shipwrights Way & King Charles III path (Portsmouth to South Hayling will also be diverted along the shared cycleway/pedestrian footpath going up the A3023 and re-joining the route further north. Cyclist will need to cross the road to the Ship Inn side, but pedestrians can remain on the same side. This diversion will not increase the length of the path. It is noted that the section of the King Charles III England Coast Path between South Hayling and East Head will be opening to the public soon and this could overlap with our works. Again, any formal consents to temporality divert public rights of way will be sought and any signage removed will be replaced following completion of the flood defence scheme. The final version of the CTMP, anticipated to be submitted under planning conditions will provide updated information and likely durations.

All footpath closures will be minimised where possible and all path diversions will have appropriate signage. During path closures some loss of views may occur as well as a slight increase in noise, dust and vibration. Any changes will be short term and temporary.

Overall, considering the medium sensitivity of users and a low magnitude of change impacts are assessed as minor adverse impact with mitigation.

Langstone FCERM: Footpath Temporary Diversion Plan FD1 Rev.A

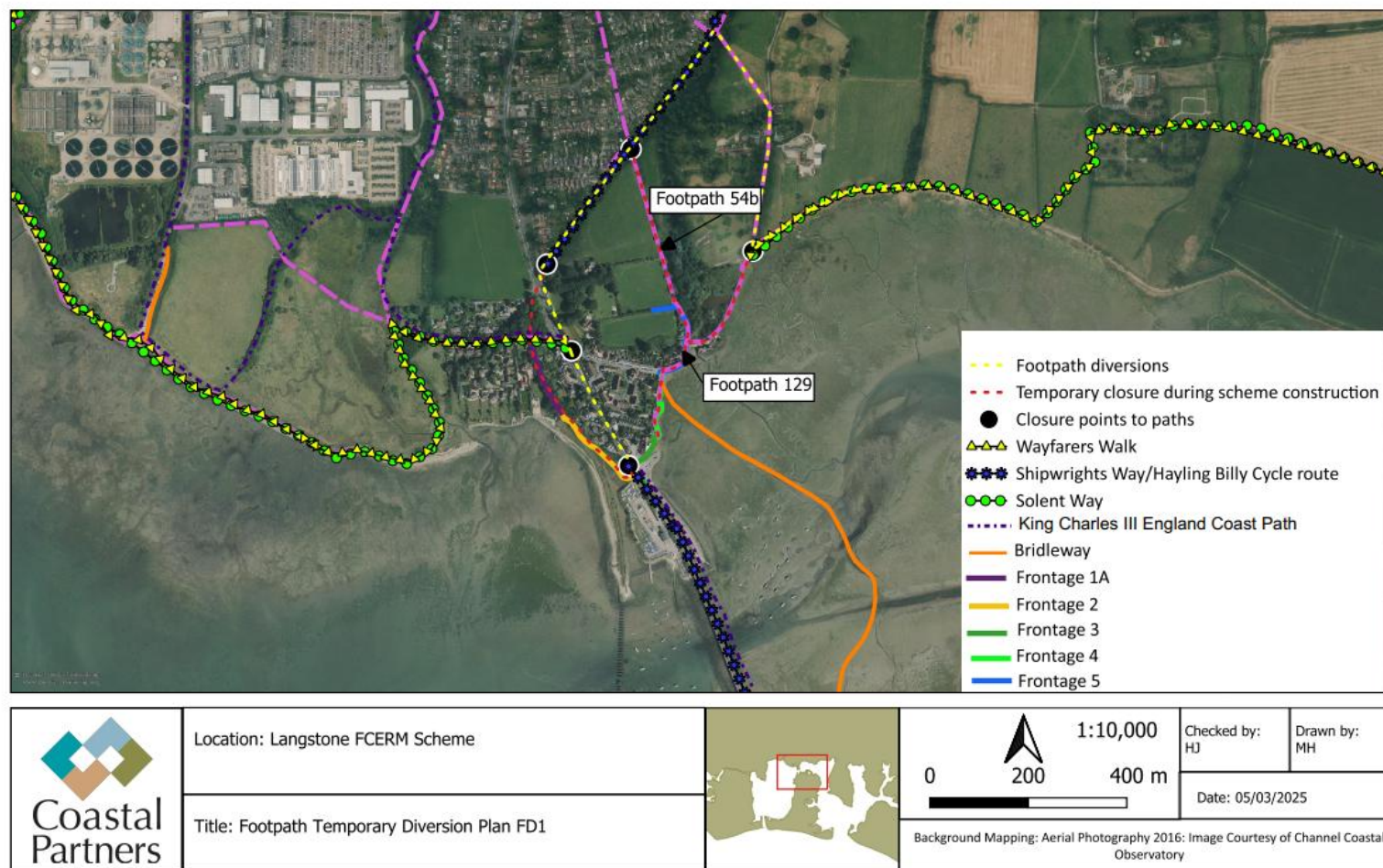


Figure 15.1: Closures to footpaths/cycleways and diversions during construction of works

15.7 Potential Impacts During Operation

The effects of the operational phase of the proposed Scheme on amenity, recreation and socio-economics within the study area has been assessed. An outline of the nature of the impacts and a description of the significance of effect upon amenity, recreation and socio-economics is provided below.

15.7.1 Impacts on recreation and amenity through the design of the scheme and associated landscaping / access improvements

The proposed Scheme will improve access along the coast through upgrading and widening existing footpaths and shared paths. The existing Billy Line, a National Cycle Route 2 cycleway, will be upgraded to a new 3 metre wide shared use cycle pathway for both pedestrians and cyclists along frontages 1A (Billy Line Footpath – **Figure 15.2**) and 2 (Billy Line Embankment). The existing footpath along Frontage 4 (Look Out to Winklemarket) will be upgraded to a new 1.5 metre wide footpath, which will increase user accessibility of the route. The provision of a cycle rack near to the Ship Inn car park entrance in Frontage 3 (A3023 to The Look Out) will provide facilities for storing bikes while visiting the local amenities.



Figure 15.2: Photomontage of the proposed defences in Frontage 1A.

The current proposed route for the South Hayling to East Head section of the King Charles III England Coast Path enters the Ship Inn parking area and continues along the quay. As this route includes some foreshore and steps, an alternative route is shown to utilised Langstone High Street (see **Figure 15.3** below). The flood defence scheme will provide a wider, safer and more accessible route for this designated route as well as the other existing public rights of way.



Figure 15.3: England Coast Path Stretch

The proposed Scheme will provide improved access to the foreshore. New steps will provide access to the foreshore along Frontage 4 (Look Out to Winklemarket) and installation of a ramp will provide improved access from the Ship Inn carpark in Frontage 3 (A3023 to The Look Out). The refurbished slipway at the end of the High Street and new reinforced concrete emergency egress steps will provide improved access along Frontage 5 (High Street to Royal Oak).

The design of the proposed Scheme will minimise the impact on harbour views with a glass topped flood wall located in front of the Ship Inn patio along Frontage 3 (A3023 to The Look Out). Visual and landscaping impacts of the proposed scheme have been considered in more detail in **Chapter 12 (Landscape and Visual)**. The Scheme is considered environmentally acceptable in terms of impacts to the landscape and visual environment, following delivery of the mitigation measures listed in Chapter 12. Improved access and views of the harbour will have a positive impact on human health and wellbeing of local residents and visitors to the area.

Other improvements incorporated into the design of the proposed Scheme to improve enjoyment of the public open space and a wider appreciation of the area include benches and interpretation boards in Frontages 1A (Billy Line Footpath), 2 (Billy Line Embankment) and 3 (A3023 to The Look Out).

Overall, considering the low sensitivity of users and a low magnitude of change the impacts of the proposed scheme have been assessed as negligible.

15.7.2 Impacts to residents and the local economy through the reduced flood risk to residential property and businesses

The proposed Scheme will have a beneficial impact on the health and wellbeing of local residents providing protection to 73 residential properties at risk from flooding from a 1 in 200 year (0.5% Annual Exceedance Probability (AEP)) tidal flood event. With sea level rise this is predicted to increase to 123 residential properties at risk from flooding in 100 years' time. This will provide significant benefits in relation to physical health through the reduction of injuries during flooding events but also improved psychological health of people at risk of flooding. In addition, the proposed scheme will provide protection to 4 non-residential properties predicted to increase to 9 in 100 years' time and critical infrastructure including the A3023 road link to Hayling Island and the village of Langstone.

Flood gates and barriers will be installed in Frontage 3 (A3023 to The Look Out), Frontage 4 (Look Out to Winklemarket) and Frontage 5 (High Street to Royal Oak). These include a flood gate by the Ship Inn (Frontage 3), at Green Cottage (Frontage 4), demountable flood barrier (at the pedestrian access adjacent to the Watch Tower (Frontage 4) and flood gates on the High Street (Frontage 5). These will improve the local community's capacity to adapt to flood risk.

Overall, considering the high sensitivity of users and a high magnitude of change the impacts of the proposed scheme have been assessed as **major/moderate beneficial impact**.

15.8 Cumulative Effects

The Cumulative Impact Assessment (CIA) considers the wider projects and activities, that in combination, could result in additional impacts on amenity, recreation and socio-economics. The guidance and methodology described in **Chapter 16 (Cumulative Impacts)** has been used to assess potential cumulative effects from the proposed Scheme works on amenity, recreation and socio-economics.

Table 16.1 in Chapter 16 (Cumulative Impacts) lists the plans and projects scoped into the cumulative impacts assessment for the proposed Scheme. The following projects have been scoped out of the cumulative assessment as the cumulative effects relate to traffic and these have been assessed in **Chapter 13 (Traffic and Access)**:

- Land to the rear of 49 - 71, Fathoms Reach, Hayling Island. Development of 51 dwellings. APP/22/00001
- Land north of Oysters, Station Road, Hayling Island. Development of 29 dwellings and associated highway works. APP/21/01350
- Land south of Saltmarsh Lane, Hayling Island. Development of up to 60 dwellings and associated landscape and highway works. APP/21/01351
- Land south of the Mallards and west of Langstone Road, Havant. Development of 65 dwellings. APP/21/00647

- Partial Reinstatement and Repair of existing sea wall to a height of 1.4m and Creation of an inner bund with a maximum height of 2.25m to protect habitat for wintering bird populations. Northney Farm, St Peters Road, Hayling Island. APP/23/00507
- Redevelopment of a brownfield site to include the provision of 4No. Apartment blocks comprising of 90No. residential dwellings, parking, public open space, landscaping and other associated works, including demolition of existing buildings on site, with access from Palk Road. APP/22/01231

Table 15.4 below provides an assessment of potential cumulative effects on amenity, recreation and socio-economics of the scoped in plans and projects listed in **Table 16.1**.

The assessments in Table 15.4 demonstrate that it is unlikely that any of the plans and projects will have significant cumulative adverse impacts on amenity, recreation and socio-economics with the proposed Scheme. The King Charles III England Coast Path once finalised will bring additional visitors to the Langstone area, which will have a beneficial impact on the local economy as well as health and wellbeing of local residents and visitors, through improved access to nature.

Table 15.4: Assessment of potential cumulative effects on amenity, recreation and socio-economics

Plan or Project	Potential for cumulative effects on amenity, recreation and socio-economics
The North Solent Shoreline Management Plan	No. The proposed Scheme will be delivering the SMP and PEMS policy of 'hold the line' for this section of coastline. The works are therefore not at odds or in competition with the SMP or strategies but are in fact part of the delivery mechanism for those plans and policies.
Portchester to Emsworth FCERM Strategy (PEMS)	
Havant Borough Local Plan – The Core Strategy (2011) and The Allocations Plan (2014)	No. The proposed Scheme will work within the HBC Core strategies of the adopted Local Plan 2011: • Health and Wellbeing: to promote healthier lifestyles and promote the borough as an attractive destination for recreation, leisure and culture • Havant Borough Economy: encourage tourism and the visitor economy without compromising sensitive environmental assets
Havant Borough Regeneration and Economy Strategy 2022 – 2036 (2018)	No. The proposed Scheme will work within the Havant Borough Regeneration and Economy Strategy by protecting and enhancing our natural environment.
Hayling Island Coastal Management Strategy (HICMS)	No. The HICMS is still in development and has not yet been adopted by Havant Borough Council or approved by the Environment Agency. Any effects on amenity, recreation and socio-economics from the implementation of the HICMS policies will be assessed at the individual scheme level as they come forward.
South Hayling Beach Management Plan (BMP)	No. The EIA for the BMP did not identify any impacts to amenity and recreation within the Langstone area as a result of the recycling and recharge works. Therefore, there is no potential for cumulative impacts on amenity, recreation and socio-economics with the proposed Scheme.
North Portsea Island (NPI) FCERM Scheme	No. Phases 1 to 4a of the NPI scheme have been completed and construction for Phase 4b is programmed to be completed in 2024 therefore, will not overlap temporally with the construction of the proposed Scheme. Phase 5 construction works are programmed to commence in 2025, which will overlap temporally with the construction of the proposed Scheme. Phase 5 is located over 5km from the proposed Scheme and the ES for Phase 5 assessed impacts on amenity, recreation and socio-economics as temporary, short-term and overall minor adverse impact with mitigation. Therefore, there is no potential for cumulative impacts on amenity, recreation and socio-economics with the proposed Scheme.
King Charles III England Coast Path: Portsmouth to South Hayling Stretch	Yes. The Portsmouth to South Hayling (PSH) stretch of the England Coast Path (ECP) runs from Old Portsmouth to South Hayling seafront, around Langstone Harbour. The proposal for the PSH stretch of the ECP has been approved. The length of this stretch that overlaps spatially with the proposed Scheme is PSH-2-S061 and the adjacent sections also overlap existing paths and cycleways including the Solent Way, Hayling Billy Line, Wayfarers Walk and Shipwrights Way. The PSH has the potential to increase in visitors to the Langstone area having a positive impact on the local economy. Therefore, the potential for cumulative

Plan or Project	Potential for cumulative effects on amenity, recreation and socio-economics
	impacts on amenity, recreation and socio-economics with the proposed Scheme and the PSH is considered to be beneficial.
King Charles III England Coast Path: South Hayling to East Head Stretch	Yes. The South Hayling to East Head (SHE) stretch of the ECP runs from South Hayling seafront to West Wittering beach The proposal for the SHE stretch of the ECP has been published but this stretch is still being determined by the Secretary of State and not yet available for public use. The SHE has the potential to increase in visitors to the Langstone area having a positive impact on the local economy. Therefore, the potential for cumulative impacts on amenity, recreation and socio-economics with the proposed Scheme and the SHE is considered to be beneficial.
Langstone Technology Park, Langstone Road, Havant. Application for part demolition and reconfiguration of building 1000, reconfiguration of car park layout and new industrial units (APP 19/00703). Plus an Outline Planning Permission for Phased demolition of existing buildings and the erection of new flexible use employment floorspace and ancillary uses and associated works. APP/22/00172.	The planning permission was granted in 2020 for the development to begin within 3 years. There is currently insufficient information available on the proposed works and timing therefore, it's not possible to assess if there will be any cumulative impacts on amenity, recreation and socio-economics with the proposed Scheme.
Land Adjacent to Bosmere Medical Centre, Solent Way, Havant. Proposal for new headquarters building for Portsmouth Water and new commercial buildings. APP/21/00601	No. This planning application was validated in 2023 but not yet approved. There are currently no further details available when the works might commence. The site is located over 1.7km from the proposed Scheme so even if the works do overlap temporally there is unlikely to be any cumulative impacts on amenity, recreation and socio-economics.
Land at Kingscroft Farm, Meryrick Road, Havant. Proposed development of land at Kingscroft farm for up to 120 dwellings. APP/22/00669	No. This planning application was validated in 2022 but not yet approved. There are currently no further details available when the works might commence. The site is located over 1.7km from the proposed Scheme so even if the works do overlap temporally there is unlikely to be any cumulative impacts on amenity, recreation and socio-economics.
Northney Marina maintenance dredging. MMO case ref: MLA/2014/00288/1. Licence ref: L/2014/00368/2	No. This maintenance dredging licence is for dredging of subtidal sediments within the marina and will not result in any impacts cumulative on amenity, recreation and socio-economics.
Rook farm – development of up to 300 dwellings. APP/21/01434	This planning application was validated in Jan 2022 but not yet approved. The proposed development is located on the south of Hayling Island over 5km from the proposed scheme although accessed from the mainland via Langstone bridge as this is the only access onto Hayling Island. There are currently no further details available when the works on the development might commence therefore, it's not possible to assess

Plan or Project	Potential for cumulative effects on amenity, recreation and socio-economics
	any further if there will be any cumulative impacts on amenity, recreation and socio-economics with the proposed Scheme.
Southern Water 10-year marine licence application for minor maintenance works on their coastal outfalls (MMO reference MLA/2019/00027)	No. The marine licence was granted in 2021 and the maintenance works are all small scale and very short term with most activities having a duration of one to three days. There are no details for the exact timings of the activities, but it is considered unlikely that there will be any significant cumulative effects on amenity, recreation and socio-economics even if works under both projects are undertaken simultaneously.
Farlington Marshes FCERM Project	No. There is no planning application yet for this project. As there are no further details available it's not possible to assess any further if there will be any cumulative impacts on amenity, recreation and socio-economics with the proposed Scheme.

15.9 Conclusions

Table 15.5 below summarises the potential impacts on amenity, recreation and socio-economics that could result from delivery of the proposed Scheme. Where impacts have been identified, appropriate mitigation has been incorporated to remove or reduce this impact. Any residual impact resulting from the delivery of the scheme, after mitigation measures have been adopted; has been presented to demonstrate environmental acceptability.

Table 15.5: Overview of potential impacts, necessary mitigation and residual impacts

Potential Impact Pathways	Significance of Impact	Mitigation and Residual Impacts
During Construction		
Temporary loss and/or disturbance to residents and tourism.	The proposed works will result in the loss of amenity space including reduced car parking at the Ship Inn and compound located at Langstone Meadows. In addition, the imposition of a diversion route and closure to vehicular and pedestrian paths during the works. Disruption will be localised and temporary as detailed in Section 15.6.1.	As detailed in Section 15.6.1, the impacts will be short term and other alternative amenities are located close by. Mitigation is proposed including path diversions and appropriate signage. Overall magnitude of change is considered low, and impacts assessed as Minor Adverse .
Temporary loss and/or disturbance to leisure / recreational interests within the area, including obstruction to footpaths within the footprint of works.	A range of recreational activities take place in the vicinity of the proposed Scheme including long distance footpaths and shared paths that intercept with the proposed works. Disruption will be localised and temporary as detailed in Section 15.6.2.	As detailed in Section 15.6.2, mitigation is proposed including path diversions and appropriate signage. Overall magnitude of change is considered low, and impacts assessed as Minor Adverse .
During Operation		
Impacts on recreation and amenity through the design of the scheme and associated landscaping / access improvements.	The proposed Scheme will provide improvements to amenity and recreation with the widening of the Billy Line (Frontage 1A and 2) and footpath (Frontage 4). In addition to improved access to	As detailed in Section 15.7.1 the proposed Scheme will provide benefits to recreation and amenity through improved access, benches, and interpretation boards to improve enjoyment of the public open space and a wider appreciation of the area. Overall impacts assessed as Negligible .

Potential Impact Pathways	Significance of Impact	Mitigation and Residual Impacts
	the foreshore with new steps and ramp.	
Impacts to residents and the local economy through the reduced flood risk to residential property and businesses.	The proposed Scheme will provide protection to properties and critical roads from a flooding now and in 100 years' time.	As detailed in Section 15.7.2 the proposed Scheme will provide significant benefits in relation to physical health through the reduction of injuries during flooding events but also improved psychological health of people at risk of flooding. Overall impacts assessed as Major/Moderate Beneficial .
Overall summary and confidence.	The proposed Scheme is considered environmentally acceptable, in terms of impacts on amenity, recreation and socio-economics. Confidence in this assessment is medium considering the data on which this assessment is based uses conservative assumptions and relates to a number of other assessments including the Landscape and Visual Impact Assessment and Construction Traffic Management Plan.	

15.10 References

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