



Coastal Partners

LANGSTONE FLOOD & COASTAL EROSION RISK MANAGEMENT SCHEME

Planning, Design and Access Statement

February 2025

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1. Introduction

This Planning, Design and Access Statement is submitted in support of the full planning application, listed building consent (LBC) and marine licence (ML) applications for the Langstone Flood and Coastal Erosion Management Scheme (FCERM). The scheme will improve the standard of flood defences and coastal erosion protection over approximately 1km length of coastline, to protect the village of Langstone and the A3023 road link to Hayling Island, as well as significant numbers of people, properties, businesses and other key assets from coastal flooding and erosion. **Figure 1.1** below shows the location of the village of Langstone.

These planning, LBC and marine licence applications have been prepared by Coastal Partners, working in partnership with our consultants, on behalf of Havant Borough Council (HBC).

This Statement briefly sets out the background, justification and constraints and opportunities of the proposal before setting out the design approach and details. It also sets out the relevant national and local planning policy, with sections on both terrestrial and marine policies.

1.1 The Applicant

The applicant is Coastal Partners (CP) on behalf of HBC.

Whilst HBC is the Local Planning Authority (LPA) and determining regulator for this application, HBC is also the promoter of the application.

In accordance with Environmental Impact Assessment (EIA) legislation, where an Authority is responsible for determining its own proposal, it must make appropriate administrative arrangements to ensure that there is a functional separation, when



Figure 1.1: Location of the Scheme

performing any duty under the EIA Regulations, between the persons bringing forward a proposal for development and the persons responsible for determining that proposal.

A clear promoter team has been established to lead this project and instruct the consultant team. The promoter team has, at all times, acted independently of the function of HBC as Regulator/LPA.

1.2 Application Structure and Documents

1.2.1 Planning and Marine Licence Applications (EIA)

The description of development is as follows:

Flood and coastal erosion risk management scheme comprising a combination of raised earth embankments, raised footpaths/cycleways, sheet piled sea/flood defence walls with cladding and flood glass, provision of flood gates, associated landscaping and landscaping improvements (including street furniture), tree works and tree removals, realigned sections of cycleway/walkway, highway alterations and improvements, ecological improvements and temporary compounds and access, and all associated works. The proposal constitutes EIA development.

One package of documents is provided to support both of these applications due to the overlapping of key issues. The Environmental Statement (ES) has been written to clearly identify those issues and chapters of relevance to each application to identify those elements falling under the terrestrial planning regime, those under the marine planning regime and those under both. A full list of all plans and documents submitted can be found in Appendix A but includes:

- Application form and certificates
- Plans (including location plan)
- Planning, Design & Access Statement, inc. Flood Risk Statement
- Environmental Statement and appendices, including the following:
 - Ecological surveys & arboricultural assessment
 - Landscape and Visual Impact Assessment
 - Heritage Statement
 - Water Framework Directive Assessment
 - Information for Habitats Regulations Assessment
 - Noise Assessment

1.2.2 Listed Building Consents

A total of four listed building consent applications (LBCs) are submitted in addition to the main planning application. These four listed buildings constitute those that will be physically affected by the proposed scheme, even when that only comprises the scheme physically adjoining to the edge of the building. There are other listed buildings within the locality but the impact on these, in terms of setting, will be covered under the main planning application. The four listed buildings for which LBCs are being submitted are, and the relevant proposal descriptions are set out below:

- **The Ship Inn – List Entry No. 1303563 – Grade II**

Works to the Ship Inn to include raising and resurfacing of the carpark, provision of a retaining wall and steps to the southern courtyard, provision of replacement boundary wall to courtyard with brick-clad wall and flood glass barrier, provision of flood gate and new concrete footpath and low wall seaward of The Ship Inn Annex.

- **Green Cottage – List Entry No. 1091604 -Grade II**

Works to Green Cottage to include construction of new flint-clad seawall immediately seaward of existing boundary walls, provision of flood gate and reinforced footpath.

- **16, 17 & 18 The High Street – List Entry No. 1091596 – Grade II**

Works to 16, 17 & 18 The High Street to include reinforced footpath seaward and new stone-clad seawall with flood glass barrier above.

- **Royal Oak – List Entry No. 1091597 – Grade II**

Works to The Royal Oak to include reinforced footpath seaward and new stone-clad seawall with flood glass barrier above.

In the interests of consistency and clarity, the same plans and documents submitted for the full planning application have been used for the listed building consent applications.

Each application will be supported by the following:

- Application form
- Plans, inc. location plan, layout plans, elevation plans
- Visuals

- Heritage Statement & Cultural Desk-based Assessment
- Planning, Design and Access Statement

1.3 Environmental Impact Assessment

The Marine Management Organisation (MMO) and Havant Borough Council (as the LPA have determined that the works constitute EIA development under the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) and the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).

An Environmental Scoping Report was prepared for the Langstone FCERM Scheme and Havant Borough Council and the Marine Management Organisation issued EIA Scoping Opinions under the relevant regulations, setting the scope for consideration. See **Appendix A of the Environmental Statement** for a copy of these Scoping Opinions. The Scoping Report is provided as **Appendix B of the Environmental Statement**.

- **ES Appendix A1** - HBC Scoping Opinion – 31 March 2021
- **ES Appendix A2** - MMO Screening and Scoping Opinion – 20 May 2021
- **ES Appendix A3** - MMO Scoping Clarifications Letter – 7 July 2021

Chapter 1 (Introduction) of the ES sets out how the ES deals with each of the topics ‘scoped in’.

It should be noted that the screening and scoping for the Scheme were both undertaken on the original extent of the full Scheme, which included two additional frontages; Frontage 1B, which extended West from the Hayling Billy Line, following the rear gardens of the properties at Harbourside, and 6, which relates to the section around the Langstone Sailing Club. These frontages are not being taken forward as part of the Scheme due to the necessary funding not being available. Given the scale and nature of those frontages remaining in the Scheme, the Scoping Opinions are still considered to be appropriate therefore form the basis for the EIA.

1.4 Langstone FCERM Scheme overview

The Langstone Coastal Scheme is a flood and coastal erosion risk management scheme (FCERM) to upgrade and improve the existing coastal defences in the village of Langstone, Havant. This linear scheme covers approximately 1 km of footpath and coastline and extends from the Hayling Billy Line at the junction of Mill Lane down to Langstone Rowing Club, and along the quayside (between the Ship Inn car park and No21 High Street). The main compound is proposed to be on land East of the A3023, with a temporary access directly from the A3023, sited opposite Mill Lane. It will improve the Standard of Protection (SoP) against tidal flooding to 0.05% which equates to a 1:200-year event,

protecting both the A3023 road link to Hayling Island and a significant part of the village of Langstone. The scheme also seeks to improve ecological habitats, increase biodiversity, improve the existing footpath and cycle network and Public Rights of Way, provide highway improvements and enhance the public realm.

The red line for the proposal can be seen in **Figure 1.2**. This redline includes all known proposed compound areas, access to the public highway and the areas for highway improvements.

The Scheme has been divided into five sub-frontages to reflect the varied character and constraints along its length, as illustrated by **Figure 1.3** opposite. The sub-frontages are described as follows:

- Frontage 1A: Billy Line North.
- Frontage 2: Billy Line South.
- Frontage 3: A3023 road to 9 Coastguard Cottages (The Look Out).
- Frontage 4: The Look Out to No. 24 Langstone High Street (the Winklemarket).
- Frontage 5: Langstone High Street to the field north of the Royal Oak.

1.4.1 Aims of Objectives of the Scheme

The aims of the Langstone FCERM Scheme are as follows:

- To reduce the impacts of flooding and erosion on residents, businesses, the local economy, and the A3023 at Langstone.
- To develop a detailed design that is affordable and represents best value for money, ensuring the optimal use of resources.
- To develop a detailed design which is acceptable to the employer, statutory and non-statutory consultees, wider stakeholders, and residents and to have engaged with the local community.



Figure 1.2: Red line of proposal (aerial)



Figure 1.3: Scheme frontages

- Design buildable coastal defences that are sympathetic to the heritage and landscape of the area and achieve wider benefits such as place-making, regeneration and improved amenity.
- Enhance and improve the environment and provide a minimum of 10% biodiversity net gain through the scheme.
- Actively seek efficiencies in the design, construction and operation of the completed scheme.

The objectives of the proposed scheme are to address the current flood and erosion risk and are listed below:

- To construct new coastal defences providing a present-day Standard of Protection SoP of 0.5% Annual Exceedance Probability (AEP) from tidal still water for Langstone, including a freeboard for uncertainties. This SoP exceeds the minimum recommendation by the Portchester to Emsworth Strategy (1.3% AEP) at the outset (the SoP will decline over time as a function of sea level rise).
- To reduce the erosion risk along the Frontages.
- To provide a scheme that is fully compliant with current standards, guidance, and legislation relevant to the United Kingdom (UK) jurisdiction.
- To construct new coastal defences for 50-year design life with minimal maintenance and operation requirements.

1.5 Justification for the Scheme

1.5.1 Strategic Background

Chapter 2 of the ES sets out in detail the need for the scheme with the strategic background.

The North Solent Shoreline Management Plan (SMP) (NFDC, 2010) covers the coastline between Selsey Bill, in the east and Hurst Spit, in the west, including Portsmouth, Langstone and Chichester Harbours. The SMP was adopted by Havant Borough Council (HBC) in 2010 and sets out the sustainable coastal defence policies over the next 100 years.

The Portchester Castle to Emsworth Flood and Erosion Management Strategy (PEMS) (Environment Agency, 2012) was approved in 2013 and covers 27 km of northern coast of Portsmouth, Langstone and Chichester Harbours. This strategy gives an overview of the strategic approach to the management of flood and erosion risks over the next 100 years. It also provides technical, economic and environmental justification, from which the relevant operating authorities can then develop individual schemes or plans to implement the strategy. The strategy divided the coastline into nine sub-frontages, with the proposed Langstone FCERM scheme falling within the Langstone and Southmoor sub-frontage. PEMS confirmed the North Solent SMP policy for Hold the Line (HTL) and the Strategy's recommendations were adopted by HBC in 2013 for improvements to the defences at Langstone through a phased approach. The PEMS recommended upgrading the existing defences to increase the current SoP to 1.3 % AEP (1 in 75 year) sustained for 100 years.

1.5.2 Existing Defences & Flood Risk

The current defences along the frontage consist of a mixture of concrete walls, concrete block revetments and masonry quay walls which are in a poor and degraded condition (see photos in Figure 1.4 opposite). Issues include voids in varying sizes, loss of mortar, missing brickwork, and cracks. Currently maintained by HBC, Hampshire County Council (HCC) and other private owners, the majority of present defences have

residual lives of less than five years (without any maintenance) and therefore, without a Scheme at Langstone, the existing community will continue to be at significant flood and erosion risk.

The assets at risk from flooding from a 1 in 200 year (0.5% AEP) tidal flood event (present day) include:

- 73 residential properties
- 4 non-residential properties
- Critical infrastructure including the A3023 (the only road crossing to Hayling Island)
- Heritage assets

Due to sea level rise, in 100 years' time it is predicted that this will increase to 123 residential properties and 9 non-residential properties at risk from a 1 in 200-year (0.5% AEP) event. The area of the scheme is shown to be within Flood Zone 3 of the Environment Agency's Flood Zone Maps (**Figure 1.5**) Much of Langstone is at high risk of flooding from rivers and the sea. High risk means that this area has a chance of flooding of greater than 3.3% each year.



Figure 1.4: Photos showing existing condition of flood defences

The present-day (**Figure 1.6**) and 100-year flood risk (**Figure 1.7**) maps can be seen below. The present-day flood risk is significant and there have been several storm-related flood events in recent years, as well as high tides that have also breached the existing defences. Some images show this below in **Figure 1.8**.

In addition to the flood protection, the proposed Langstone FCERM Scheme will also provide opportunities for:

- Support to the local economy and businesses.
- Preservation of the local landscape, heritage and culture for future generations to come.
- Protection and enhancement of the natural environment.
- Improvements for coastal access and recreational opportunities.

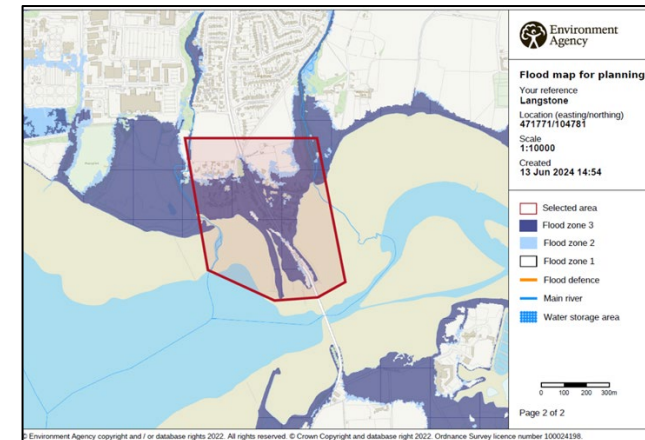


Figure 1.5: Environment Agency's Flood Zone Maps

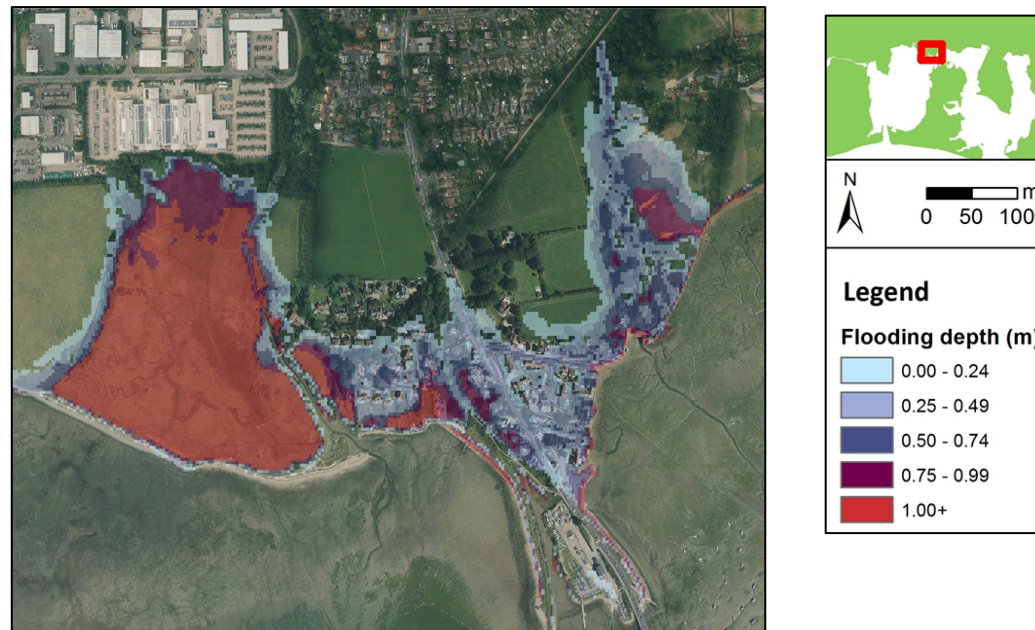


Figure 1.6: Present-day flood risk

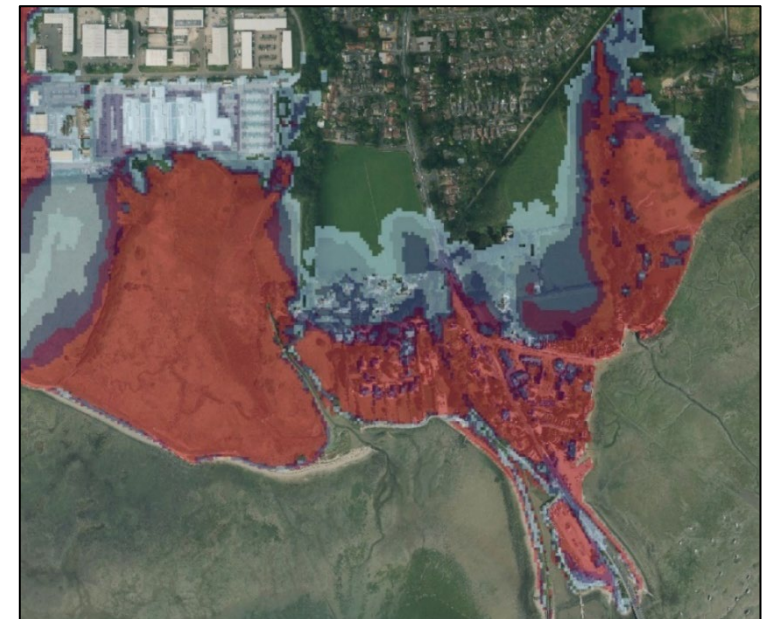


Figure 1.7: 100-year flood risk



Figure 1.8: Photos of flooding and high-tides

1.6 Scheme Requirements

To be eligible for Flood and Coastal Erosion Risk Management Grant in Aid (FCERM-GiA) funding, the Scheme must provide new or improved flood defences that protect people and property from major flood events and must adhere to strict requirements. Failure to meet these requirements for the Scheme in its entirety will result in funding not being granted.

In summary, the key requirements for this FCERM-GiA are:

- It must implement the adopted coastal management strategy for the Langstone and Southmoor frontage, which is to 'Hold the Line' and maintain the position of the shoreline, as detailed in the North Solent Shoreline Management Plan (NFDC, 2010) and confirmed by the Porchester to Emsworth Coastal Strategy (EA, 2002).
- It must provide a specified present-day level of flood protection across the entire scheme. Flood protection is measured in 'Annual Exceedance Probabilities' (AEPs). The Scheme must achieve a 0.5% AEP Standard of Protection (1:200-year event) from coastal flooding for properties for the next 50 years and therefore needs to account for the potential impact from climate change and sea level rise.
- The design working life of the new coastal defences, across the entire length of the Scheme, must be 50 years. This is the assumed period for which a structure, or part of it, is to be used for its intended purpose with anticipated maintenance but without major repair being necessary. If it cannot be demonstrated that the new or improved flood defences will have a working life of 50 years, without needing major repair, the Scheme will not be eligible for grant funding.

1.7 Funding Constraints

FCERM-GiA has very significant constraints both in terms of calculating the amount that can be applied for and how this money can be spent.

FCERM-GiA applications are assessed in England against the Partnership Funding approach introduced by Defra in 2011, which aims to better protect more communities and deliver more benefits. This Government funding is only available for projects for which the qualifying benefits outweigh the costs of damage that could be caused from flooding to residential and commercial properties and infrastructure. This means that the maximum amount of FCERM-GiA available to any project can be calculated based on the outcomes/benefits it is expected to achieve and gives a Partnership Funding (PF) Score, which is expressed as a percentage. This PF score represents the amount of the project costs that are suitable for funding. As such, if the score falls below 100%, the Client is expected to fund or source the additional funding that is required to take the score above the 100% threshold. If a project does not meet the 100% PF Score threshold, it cannot unlock the grant funding. There is no provision for partial funding under this funding stream, and as such could cause the project to be aborted.

The calculation of benefits follows a complex process set out in Government guidance but in summary, these focus on the following:

- the number of households moved into a lower flood probability category.
- the number of households better protected from coastal erosion; and
- the level of habitat creation.

It should be noted that flood damage or adverse impact to heritage assets (e.g. listed buildings) are not a consideration in their own right within the relevant Government funding guidance. Whilst it is strongly acknowledged that the continued damage or loss of heritage assets has a significant negative effect for the historic environment, public amenity and tourism of an area, no additional FCERM-GiA funding can be secured based solely on this impact. This means that a scheme such as this, with several heritage assets, has to be very carefully designed to ensure the entire scheme is affordable whilst providing the high-quality detailing and materials needed for the historic environment.

In addition, there are restrictions on what FCERM-GiA funding can be spent on. All grant funding must only be spent on the construction of flood defence structures and cannot be used for additional public realm improvements, which includes the general maintenance or renovation of historical structures. Aesthetic additions that are required to make the proposal acceptable for formal consents such as planning approval can be funded but if these additions bring the Partnership Funding score below the required 100% (i.e. The scheme cannot be constructed within the allocated budget), no grant funding will be allocated. Notwithstanding this, all reasonable opportunities to deliver public realm enhancements as part of this FCERM scheme have been taken.

1.8 Stakeholder Engagement

The National Planning Policy Framework (Revised NPPF) highlights the benefits and importance of early engagement, stating that it has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community. Obviously, the more issues that can be resolved at pre-application stage, the greater the benefits. The Revised NPPF goes on to say that for their role in the planning system to be effective and positive, statutory planning consultees will need to take the same early, pro-active approach.

Early and continued consultation was undertaken with the community, stakeholders, businesses the LPA and other consenting bodies to allow early consideration of all the fundamental issues and to ensure that the design evolved accordingly.

Chapter 5 (Consultation) of the Environmental Statement (ES) discusses engagement with stakeholders in detail, including how the consultation process has shaped the design. **Appendix I** to the ES (Statement of Community Involvement) provides a detailed breakdown. This section provides an overview of this, with additional information on the pre-app engagement with the LPA.

1.8.1 Pre-application engagement with the public & businesses

Various forms of engagement have been undertaken throughout the various design stages to engage with stakeholders who are affected by or interested in the scheme. This includes:

- Regular updates to the project webpages (<https://coastalpartners.org.uk/project/langstone-coastal-defence-scheme/>) including specific pages on:
 - Latest news
 - Background to the scheme, development of options
 - Past and upcoming engagement
 - Stakeholder Working Group
 - 2024 Public Exhibition
- Issue of leaflets and questionnaires (paper and digital) to disseminate and to gather information on the Scheme.
- Langstone Stakeholder Working Group meetings at key stages of the design.
- 1-2-1 meetings with 'frontline' residents and businesses.
- Community working days/ walkovers.
- Community drop-in sessions.
- Public Exhibitions.
- eNewsletter - Langstone Project updates at key milestones (this has 5000+ subscribers).
- Resident meetings.
- Bespoke email updates to key contacts in the community.
- Briefings to community leaders and representatives.

All engagement carried out has helped to shape the design of all phases of the scheme, with feedback provided to demonstrate the value of the process.

The pre-application engagement process ultimately culminated in the 2024 Detailed Design Exhibition. The Project Team were in attendance to bring the scheme to life and answer any questions about the proposals. Samples of many of the materials proposed were also available to view. The drop-in session provided time to read the information boards which covered the key design aspects. These were also available to view as a digital leaflet.

A survey was available at the exhibition and online. There were 85 respondents to the survey, the results of which are summarised below:

- Of the 85 respondents to the survey, 93% agreed that there is a need for the scheme to reduce the coastal flood and erosion risk at Langstone. 3 respondents disagreed and 3 said they were not sure.
- 90% of respondents said they support the delivery of the Scheme, subject to funds being secured. 8% said they did not support. 2% were not sure.
- 67% of respondents strongly supported the scheme proposals, whilst a further 21% said they somewhat supported the proposals. 6% strongly opposed the proposals, with a further 4% somewhat opposing the proposals. 2% were neutral.

The full 2024 exhibition report is available here: <https://coastalpartners.org.uk/static/media/resources/langstone-exhibition-summary-jan-2024.pdf>. The exhibition posters are available in digital format here: <https://coastalpartners.org.uk/langstone-detailed-design-public-exhibition>. The material presented remains relevant during the planning application consultation.

1.8.2 Planned construction engagement

The 2024 design exhibition provided the public with the latest information about the scheme and was designed so that this information remains relevant for as long as possible during the pre-construction period (including consultation on the planning application). This information will remain available on the project webpages ([Langstone Detailed Design Public Exhibition — Coastal Partners](#)).

It is proposed to use the project webpages and Langstone Coastal Projects eNewsletter to announce the following milestones when reached:

- Planning permission
- Closure of the funding gap
- Appointment of a contractor
- Construction start date

CP will also circulate this information with our key contacts and residents by email. Major milestones can also be announced via press release and other published material.

Further public drop-in sessions in the pre-construction period into construction are also being considered. These will be advertised via the above methods when scheduled.

CP plans to work collaboratively with the designer and contractor to prepare resident information packs for frontline residents directly impacted by the works. These will set out the information for each property, not limited to; key points of contact during the works, pre-construction requirements, landscaping, design and method for construction, working hours, access arrangements. The plan is that these will be finalised in

conjunction with the construction programme, once a contractor has been appointed. Engagement with individual residents will continue throughout construction.

On site, we will make use of the site perimeter fencing to place information boards about the scheme and works once these commence. This will include site safety information, as well as emergency contact and point of contact for feedback.

The project webpages can be used to share project updates and 'latest news' throughout construction.

1.8.3 Pre-application discussions

The project team have also engaged with statutory stakeholders to obtain advice and their support throughout the detailed design stage. This has included face-to-face meetings, online meetings and site walkovers with:

- Havant Borough Council
 - o Development Management Case Officer
 - o Civil Engineering and Landscape Team
 - o Conservation Officer
 - o Tree Officer
 - o Regeneration
 - o Emergency Planning
 - o Estates
- Hampshire County Council
 - o Estates
 - o Countryside Services, Public Rights of Way
 - o Hampshire Highways
- Historic England (during outline design, resulting in development of Heritage Statement) and appointment of Heritage Consultant (Wessex Archaeology).
- MMO
- Natural England
- Environment Agency
- Langstone Harbour Board
- Chichester Harbour Authority

Their involvement and contributions have been embedded into the relevant chapters of the ES but early engagement and continued engagement has shaped the Scheme, from the long-list to short-list options appraisal, through to the detailed design now being applied for. The pre-application process gained the opinions of our statutory consultees, regulators and wider environmental stakeholders to determine the environmental acceptability of the proposed scheme, and mitigation required. It also helped to identify design opportunities.

The Langstone Stakeholder Working Group was set up to bring together key stakeholders including representatives of lead organisations and community groups, those directly impacted by the scheme, and those with specific interest in the project. The Langstone Stakeholder Working Group (LSWG) met on three occasions (at key design milestones) during detailed design and on three occasions during outline design.

- Havant Civic Society
- HBC Conservation Officer
- Langstone Residents Association
- Langstone Village Association
- Langstone Sailing Club
- Langstone Cutters Rowing Club
- Langstone Flood Watch
- Save Our Shores
- Solent Protection Society
- Langstone Conservation Group
- The Ship Inn Manager
- The Royal Oak Estate Manager
- Chichester Harbour Conservancy
- Langstone Harbour Board
- Royal Oak Frontline Cottages Group (FLAG)
- Langstone Road Residents Group
- Coastguard Cottages Residents Group
- Mill Lane and Harbourside Sea Defence Group
- HBC Cllrs (*Unless pre-election period restricts attendance)

2. Document Structure and Purpose

As per the guidance set out within the National Planning Policy Guidance, this (PDAS seeks to provide a framework to explain how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users.

The document has been kept deliberately concise, both to be in line with the national guidance, and also to avoid duplication with the significant amount of information contained within other submitted documents. This PDAS should therefore be read in conjunction with the Environmental Statement and its appendices, along with the submitted plans. Key chapters of the Environmental Statement include:

- **Chapter 2: Strategic Background**
- **Chapter 3: Proposed Scheme**
- **Chapter 4: Alternatives**
- **Chapter 5: Consultation**
- **Chapter 7: Designated Sites**



Chapters 8-16 discuss and assess, in detail, the multiple constraints and opportunities on and adjacent to the site, and how the scheme has been designed to minimise any impact.

This PDAS gives an overview of the design process and sets out the design principles and concepts that have been applied to the proposed development. It briefly demonstrates the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

A key component of this PDAS is to explain the approach to accessibility, detailing where there are specific issues which might affect access and how these have been addressed.

It also includes sections which detail how national and local planning policies have been taken into account.

This PDAS has been written as a single document to support the full planning application and marine licence applications. It is therefore structured to allow readers to go to the relevant sections. The planning sections have been split to cover terrestrial and marine planning policy separately.

This Statement often refers to other reports submitted with the applications, most of which are contained within appendices to the Environmental Statement.

3. Planning History

Due to the scale, nature and siting of the proposed scheme, there are a significant number of historic planning applications within the red line boundary or within close proximity. No applications have been found that have a direct impact on the proposal. The general history includes the following:

- Alterations, extensions and partial demolition of dwellings and their outbuildings (including to Listed buildings)
- Demolition and construction of replacement dwellings (including Listed dwellings)
- External alterations to dwellings, including replacement windows, repointing, new doors and addition of solar panels
- Tree works within a Conservation Area or under TPO
- Advertisements
- Alterations and extensions to the commercial/non-domestic buildings, including The Royal Oak PH, The Ship Inn PH, Langstone Sailing Club



Figure 3.1: Map showing planning applications

Planning Applications ●

4. Description of Site & Surroundings

4.1 General

The site lies within and around the village of Langstone, in the Borough of Havant. It lies approximately three quarters of a mile to the south of Havant town centre, and the A27 bypass, positioned on the coastline opposite the northern coast of Hayling Island. The area is situated on a low lying plain, at the confluence of Langstone and Chichester Harbours, with Langstone Harbour to the West and Chichester Harbour to the East. The site comprises two designated conservation areas: Langstone and Mill Lane, which are separated by the main road onto Hayling Island (A3023). The site largely covers two types of topography including the low-lying shoreline to the east and south and the flat green fields which lie to the north and west. The area is therefore generally flat, with the waterfront developed area being positioned on raised stone quays.



Figure 4.1: View of Langstone Village

The Western section of the site, within the Mill Lane conservation area, comprises large properties, many of which are set in large plots, facing onto the A3023. At the rear/West of these properties is the Hayling Billy Leisure Trail, a combined footpath and cycleway, which follows the route of the former railway that connected Havant with Hayling Island.

The Eastern section of the site, within the Langstone conservation area, is more of a tight knit development, with Langstone High Street running directly from Langstone Road to the harbour and foreshore. The historic development in this area has a strong linear form, with buildings set close to or immediately abutting High Street.

Those properties that frame the harbour form a less dense pattern of development, with the properties fronting onto the coastal footpath, known as Wayfarers Walk.

As a result of its proximity to the harbour and low-lying nature, the area is situated within Flood Zones 2 and 3 which means that the area is more susceptible to a risk of flooding.

In addition to the conservation area designations, the site contains, and is in close proximity to, a number of listed buildings. The unique coastal setting, wetlands and harbour also result in national and international significance for their environmental and nature conservation interest. This is recognised through a number of designations, including the Chichester Harbour Area of Outstanding Natural Beauty (AONB), International Wetlands (RAMSAR convention), a Site of Specific Scientific Interest (SSSI), a Special Area of Conservation (SAC) and a Site of Importance for Nature Conservation (SINC) site.

More details regarding the ecological and heritage constraints (and opportunities) that affect the scheme are set out in the next section.



Figure 4.2: View of the Ship Inn



Figure 4.3: View of Langstone High Street

4.2 Site Constraints & Opportunities

This section summarises the key constraints and opportunities that have shaped the scheme. The relevant chapters of the ES provide more detail.

4.2.1 General constraints

The site itself, even without the numerous designations and sensitives discussed below and throughout the ES, is very constrained. On the landward side the existing built structures that are in close proximity and the overall pattern of development, which all falls within a designated Conservation Area and includes Listed buildings, provides a very significant constraint. The existing development comprises two public houses but is predominantly residential properties. On the seaward side, the foreshore and other ecologically important and sensitive habitats, provide a constraint of equal significance. This results in a very narrow and linear site, which presents difficulties both for the construction of the Scheme as well as the design.

Other key constraints are discussed briefly below.

4.2.2 Ecological Constraints and Opportunities

The site sits within an area that is very ecologically sensitive, between two harbours, with international, national and local designations present within and adjacent to the site boundary.

The key designations include:

- Chichester and Langstone Harbours (BirdLife International) Important Bird and Biodiversity Areas (IBA)
- Chichester and Langstone Harbours Special Protection Area (SPA)
- Solent Maritime Special Area of Conservation (SAC)
- Supporting habitats to the Internationally designated sites
- Chichester and Langstone Harbours RAMSAR
- Chichester Harbour National Landscape (formally Area of Outstanding Natural Beauty)
- Chichester Harbour Site of Special Scientific Interest (SSSI)
- Langstone Harbour SSSI
- Langstone Mill Pond Site of Importance for Nature Conservation (SINC)
- Supporting habitat to designated sites

There are also notable protected species present (flora and fauna) as well as protected habitats. Potential impacts at both the construction stage and operational stage represent significant constraints for the Scheme. Construction mitigation measures will be in place but the construction methods, including access for plant and machinery, are an important consideration. In terms of the design, the constraint is getting the balance between the structures required for the required flood protection levels and the encroachment onto important habitats. The necessary linear nature of the scheme, particularly for the narrow sections between the sensitive foreshore and residential properties (some of which are Listed), makes this difficult but there are good opportunities to improve the habitats that are present, as well as additional ecological improvements. This is discussed in more detail in the ES. **Chapter 7 (Designated Sites)** discusses the key ecological designations, with Chapters 8 (Marine Ecology), **9 (Terrestrial Ecology)** and **10 (Ornithology)** discussing the particular ecological constraints and sensitivities in detail, an assessment of the likely significant impacts and proposed mitigation.

4.2.2.1 Marine Ecology

Chichester and Langstone Harbours contain extensive areas of important marine habitat, with the following being of particular note for the scheme:

- intertidal mudflats,
- saltmarsh
- shallow coastal waters
- coastal lagoons
- vegetated shingle ridges and islands

These habitats support internationally and nationally important numbers of breeding and overwintering bird species. Both harbours also support a variety of marine and migratory freshwater fish and shellfish, including bass (*Dicentrarchus labrax*), tope shark (*Galeorhinus galeus*) and sole (*Solea solea*), which are all listed as Species of Principal Importance under Section 41 of the NERC Act 2006 and, as such, are considered to be of national importance, with the Solent being a known important spawning and nursery area for several fish species. In addition to marine fish, the Solent is also an important area for migratory fish species including Atlantic salmon (*Salmo salar*), sea trout (*Salmo trutta*), sea lamprey (*Petromyzon marinus*) and European eel (*Anguilla anguilla*) on their way to and from spawning grounds in rivers and streams. The following shellfish species have also been identified as being present in the vicinity of the proposed scheme:

- Native oyster (*Ostrea edulis*)
- Blue mussel (*Mytilus edulis*)
- Scallops
- Crabs and Lobsters

Marine mammal species diversity and abundance within the Solent is relatively low compared to the other areas around the UK, with few species recorded and low numbers of sightings and frequency of sightings (Hammond *et al.*, 2013; Hammond *et al.*, 2017; Jones *et al.*, 2016; SCOS, 2016). Reviewing the distribution of marine mammals throughout the Eastern Solent, including Langstone and Chichester Harbours, identifies six marine mammal species that potentially occur within the project area of influence. These include:

- Harbour porpoise (*Phocoena phocoena*)
- Bottlenose dolphin (*Tursiops truncatus*)
- Common dolphin (*Delphinus delphis*)
- Grey seal (*Halichoerus grypus*)
- Harbour seal (*Phoca vitulina*).

The potential impacts during construction include:

Temporary loss of/disturbance to the intertidal sediment and saltmarsh habitats

Direct disturbance of the intertidal habitats within the Scheme works area will likely occur during the construction works as a result of activities such as heavy plant movements on the foreshore, excavation of sediments for foundation preparation, breaking out of the existing defences, piling and installation of the new defence structures.

Noise and vibration impacts

During the construction of the proposed Scheme, there is the potential for both airborne and underwater noise to be generated by mobile plant on the foreshore haul routes, excavators and through the installation of sheet piles. This could affect marine mammals, fish and benthic ecology.

The potential operational impacts include:

Temporary loss of/disturbance to intertidal sediment and saltmarsh habitats

This could happen as a result of plant and machinery that are required to track across foreshore to undertake maintenance activities.

Permanent loss of intertidal habitat

The narrow, linear site means that the only real available space for the construction of the coastal defences will result in some element of encroachment into the foreshore/intertidal sediment habitat on the Eastern side of the Scheme. The new defences will result in the permanent loss of a narrow ribbon of this habitat under the footprint of the new structures and so ensuring this loss is as minimal as possible is a design constraint. On the Western side of the Scheme, whilst the alignment doesn't get particularly close to the intertidal sediment, there is a large area of saltmarsh. Avoiding encroachment/loss of this saltmarsh area is another significant constraint that has shaped the Scheme.

In terms of opportunities for the marine environment, again due to the narrow, linear nature of the site and the particular heritage constraints (discussed in section 4.2.3 below), these are extremely limited. The Scheme did identify an opportunity create more saltmarsh on the Western side, where space is less constrained. The re-alignment of a footpath further landward creates more space for the existing saltmarsh to grow in to, through a mix of maritime grassland seed sowing and natural regeneration / allowing space for rollback of saltmarsh with sea level rise.

4.2.2.2 Terrestrial ecology

The Langstone area comprises predominantly built-up areas (e.g. hard standing and residential properties). There are also areas of improved grassland, woodland and scrub. Several trees and a woodland with a Tree Preservation Order (TPO) are located within/adjacent to the proposed scheme area. Terrestrial habitats of international importance within and adjacent to the Scheme boundary include mudflats and sandflats not covered by sea water at low tide and alluvial forest. There are also five habitats of principal importance listed under Section 41 of the NERC Act 2006 present within/adjacent to the proposed Scheme, including coastal vegetated shingle, hedgerows, and wet woodland. Survey data obtained identified seven notable plant species within and adjacent to the Langstone FCERM Scheme boundary including brookweed (*Samolus valerandi*) (a county scarce species), English scurvygrass (*Cochlearia anglica*) (a county scarce species) and golden samphire (*Limbarda crithmoides*) (a nationally scarce and county scarce species). In terms of protected and notable terrestrial species, whilst some suitable habitat for certain species is present within and adjacent to the site, the presence of the following fauna species has been confirmed on, or in close proximity to the site:

- **Bats:** There are recorded sightings for Common Pipistrelle, Lesser Noctule, Noctule, Serotine, Soprano Pipistrelle and Western Barbastelle bat species in flight located close to the frontage 5 area. The habitats within and adjacent to the site boundary have moderate-high potential for bat roosting and moderate-high potential for bat foraging and commuting activities. All bat species in the UK are listed under Annex IV of the EC Habitats and Species Directive. All UK bat species are protected under Schedule 2 of the Conservation of Habitats and Species Regulations 2017 (as amended) and under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended).
- **Common Toad:** This is a species of principle importance under Section 41 of the NERC Act 2006, and local authorities and other public bodies have a legal duty to take their conservation into account. One HBIC record of the common toad (*Bufo bufo*) lies approximately 500m northeast of the proposed Scheme.
- **Reptiles:** All reptiles are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended), making it illegal to intentionally or recklessly kill or injure a common reptile. Rare reptiles, which include smooth snake (*Coronella austriaca*) and sand lizard (*Lacerta agilis*) also receive legal protection under Schedule 2 of the Conservation of Habitats and Species Regulations 2017 (as amended). During surveys, two reptile species, common lizard (*Zootoca vivipara*) and slow worm (*Anguis fragilis*) were recorded. Whilst none were recorded or found within the site, the site does contain suitable habitat for the adder and grass snake. It should be presumed that any suitable reptile habitat within the site boundary supports a number of reptile species.
- **West European Hedgehog:** A data search identified 3no. records of the west European hedgehog (*Erinaceus europaeus*) within 500m of the boundary. Suitable hedgehog habitat can be found within and adjacent to the proposed Scheme.

- **Invertebrates:** Data identified 25 notable invertebrate species present within 1km of the Scheme, two of which are a Habitats Directive Annex II species, three species are on the International Union for Conservation of Nature (IUCN) red list, five species are species of principle importance under Section 41 of the NERC Act 2006 and 14 species are of national importance

Trees are very prominent within sections of the Scheme boundary and all are protected either by their location within a Conservation Area or they are subject to a TPO. The tree survey undertaken (see Appendix L8 of the ES), identified 24 individual trees, 13 groups of smaller trees, two hedgerows and one wood. The surveyed trees were categorised using the BS5837:2012 tree grading criteria with three individual trees and the wood assessed as high quality (category A); 12 individual trees, five groups of trees and the two hedgerows assessed as moderate quality (category B); seven individual trees and six groups of trees assessed as being of low quality (category C); and two individual trees and two groups of trees assessed as being unsuitable for retention (category U).

The potential construction impacts constraining the Scheme are:

- Temporary and/or permanent loss of priority / broad habitats and notable plant species through vegetation clearance and breaking out of existing defences.
- Fuel storage and fuelling operations for plant may pollute sensitive habitats such as coastal vegetated shingle, wet woodland, hedgerows, reedbed and broadleaved woodland within and adjacent to the scheme boundary.
- Dust produced from construction activities may be carried through the air, land on nearby sensitive vegetation within the coastal vegetated shingle, wet woodland, hedgerows, reedbed and broadleaved woodland within and adjacent to the scheme boundary.
- Vegetation removal and construction activities such as trampling / movement of plant could cause invasive non-native terrestrial species (e.g. Japanese Rose, Three-cornered Garlic) to spread.
- Vegetation removal and construction activities could impact protected species (including bats, badgers, great-crested newts, common toad, reptiles, hedgehogs, invertebrates) living, foraging, commuting or hibernating in a particular habitat (e.g. woodland, scrub, grassland, saltmarsh).
- Artificial lighting at night may affect foraging and commuting bats within and adjacent to the scheme boundary.
- Excavations, construction activities and vegetation removal could impact trees particularly within the RPAs.

In terms of terrestrial ecology opportunities, there are a number of things that the Scheme can bring forward. A comprehensive soft-landscaping scheme and habitat creation/enhancement are opportunities that CP seek to include in all schemes. Areas of terrestrial habitat along Frontages 1A, 2, 3 and 5 will be reinstated after the works and can be improved in the following ways:

- Embankments seeded with a hedgerow seed mix and coastal meadow seed mix

- Mixed native shrub and tree species planting
- Bat boxes installed on existing retained trees
- Native tree species including some fruit trees (to benefit invertebrates and other species) planted
- Planting of wildflower turf, native wetland planting and native tree species
- Shrub planters with maritime vegetated shingle species
- Mixed meadow species and meadow seed mix sowed

4.2.2.3 Ornithology

The coastal environment in Chichester and Langstone Harbour provides supporting habitat for a number of important species of bird. Habitats include extensive mudflats, sandflats and associated saltmarshes, eelgrass beds, coastal grazing marsh and shingle ridges and islands. These habitats support internationally and nationally important numbers of overwintering and breeding bird species.

During the breeding season, the area regularly supports Little Tern (*Sterna albifrons*), Common Tern (*Sterna hirundo*) and Sandwich Tern (*Sterna sandvicensis*). Over winter, the area frequently supports Bar-tailed Godwit (*Limosa lapponica*) Pintail (*Anas acuta*), Shoveler (*Anas clypeata*), Teal (*Anas crecca*), Wigeon (*Anas penelope*), Turnstone (*Arenaria interpres*), Sanderling (*Calidris alba*), Dunlin (*Calidris alpina*), Ringed plover (*Charadrius hiaticula*), Red-breasted Merganser (*Mergus serrator*), Curlew (*Numenius arquata*), Grey Plover (*Pluvialis squatarola*), Shelduck (*Tadorna tadorna*), Redshank (*Tringa tetanus*), Black-tailed godwit (*Limosa limosa*) and Dark-bellied Brent goose (*Branta bernicla bernicla*).

Most of the constraints related to birds is linked to the potential for impacts during construction, given the location close the harbours.

Noise from construction works on site displacing bird populations

Site clearance and construction activities can generate noise levels that can have a disturbance and displacement effect on local bird populations. The effect of noise on birds can arise from a number of mechanisms including elevated stress hormone levels, interference with or masking of acoustic signals (e.g. territorial bird song and alarm calls) affecting pair bonding and territoriality, and reduced detectability of prey and predators. The effect of noise on bird populations can be difficult to predict, but it is clear that it can lead to population level effects and potentially affect site integrity of SPAs.

Visual disturbance from construction works on site displacing bird populations

Visual disturbance to birds can be caused by the movement of plant and personnel in proximity to habitats used by birds. This can be in the form of movement, shadow, reflection and light flicker, causing responses in birds for example, flushing, moving away from the stimuli, reduced feeding activity and increased stress. Frequent exposure to this pressure can cause avoidance and displacement behaviour in bird populations. It is likely that such effects work in concert with noise effects.

Temporary loss of habitat for birds

In order to construct the new defences, a working area will have to be created utilising an area larger than the eventual above ground footprint of the defences. This will include the toe of the defence, much of which will be buried to current levels. In some instances, this will overlap with areas of ornithological importance. This includes areas of parts of Chichester and Langstone Harbours SPA and Ramsar site, which could generate impacts for non-breeding/overwintering birds and breeding seabirds and also habitats used by breeding terrestrial birds.

Habitat loss, even of a temporary nature, reduces or removes land areas used by birds for the duration of time between removal and reinstatement, which may include a lead in time for reestablishment of habitat.

The potential operational impacts largely relate to the permanent loss of habitat for birds. The footprint of the new sea defences will result in the loss of small areas of habitat, including supporting intertidal and terrestrial habitats and loss of water column. Loss of habitat results in a reduced area that can be used by birds and can affect site integrity. Whilst minimal, noise and visual disturbance, as well as temporary loss of habitat could occur during periods of future maintenance of the defences.

4.2.2.4 Biodiversity

The now mandatory achievement of a 10% increase in Biodiversity Net Gain is both a constraint and an opportunity for schemes. For Schemes such as the Langstone FCERM Scheme, where the site is narrow and linear, containing many distinct habitats, achieving any measurable increase in biodiversity can be difficult. Considerable effort has gone into designing the Scheme to ensure the maximum levels of biodiversity can be achieved, not being restricted to just the 10% required by legislation. More information can be found in the Biodiversity Net Gain Statement (**ES Appendix E1**) and the completed Metric Tool (**ES Appendix E2**). In addition to the ecological improvements that contribute to BNG, other improvements are also being considered, subject to funding. These are summarised in Section 6.5.2.

4.2.3 Heritage Constraints and Opportunities

Alongside the potential for undesignated heritage assets to be impacted during construction, the key heritage constraint is the impact of the Scheme on the setting and character/appearance of the conservation areas, and numerous Listed Buildings within and adjacent to our scheme boundary. The design, scale and nature of the flood defence solutions proposed therefore need careful consideration.

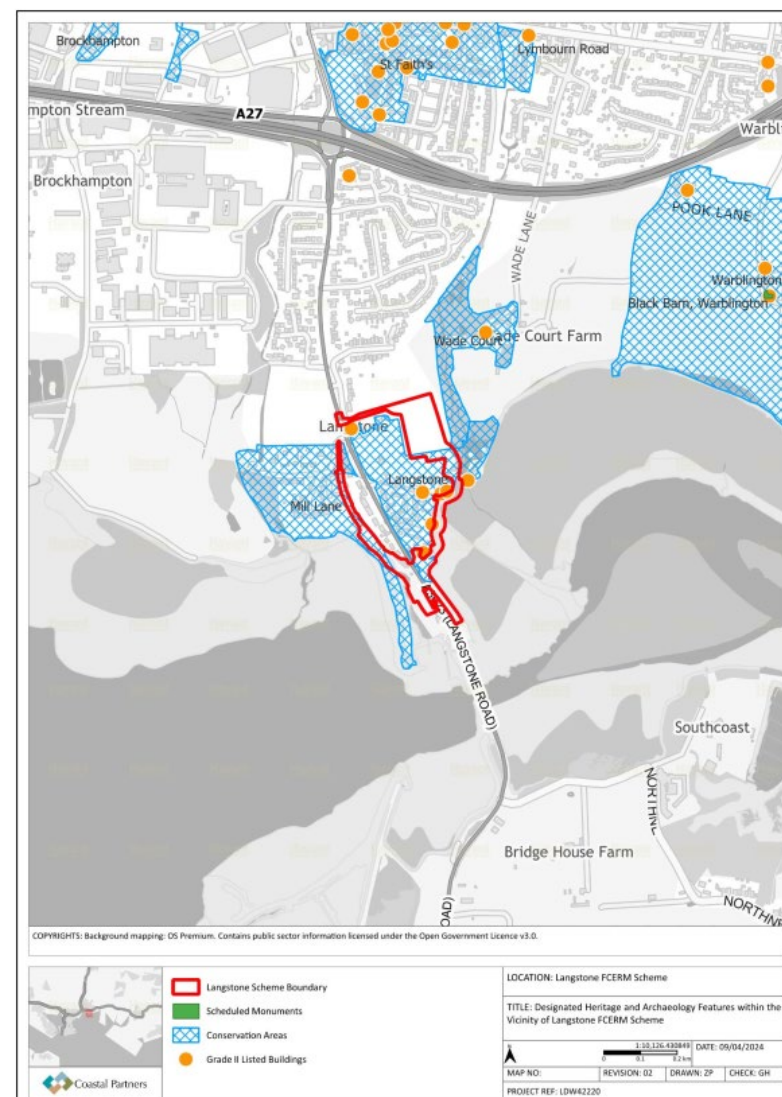
The Scheme runs through both the Mill Lane and Langstone Conservation Areas and the northeastern part of Frontage 5 adjoins the Wade Court Conservation Area. There are seven Grade II Listed Buildings located in close proximity to the Scheme, consisting of 18th century houses and public houses, in addition to a 19th century mill. The submitted Heritage Statement (**ES Appendix M2**), Cultural Heritage Desk

based Assessment (**ES Appendix M1**) and **Chapter 11 of the ES** discuss the heritage context of the Scheme and the impact assessment in detail. **Figure 4.4** shows the historic assets within and adjacent to the Scheme.

Due to the siting and nature of the Scheme, four of the Listed buildings will have some degree of unavoidable physical interaction with the Scheme. This is predominantly where the existing footway adjoins a building, or where an existing boundary wall will need to form the flood defence. Minimising any physical impact, both in terms of any physical alteration to an asset or during the construction process, is a key constraint in the design. Another is to ensure no adverse impact to the significance of a Listed building through an alteration to its setting. Protecting the character and appearance of the wider Conservation Areas is also an important constraint that needs to steer the design details. In terms of non-designated heritage, previous geoarchaeological monitoring of Ground Investigation (GI) works and deposit modelling of data has identified the potential of the site to contain significant palaeoenvironmental and archaeological material dating from the Palaeolithic onward. These sediments are present at varying depths across the Scheme.

In terms of opportunities, the most obvious one is the protection of the listed buildings and historic area from flooding and coastal erosion. The area has seen flooding in recent years, including to the Listed buildings, and the frequency of flood events occurring is predicted to increase. The proposed works have the potential to enhance the historic settings of the Conservation Areas and Listed buildings through the improvement to the public realm. The existing quayside footpath and seawall are both in a poor state of repair, the footpath is narrow in places affecting the accessibility. Aesthetic improvements and a widened, more accessible, path will provide a more appropriate setting. Ultimately, the proposed flood defences will ensure that the historic assets will be protected from future flooding events. This, in turn, will allow for greater appreciation of the Conservation Area and its historic significance.

With an appropriate scheme of mitigation relating to the potential archaeological remains, there exists an opportunity to obtain targeted recovery of samples for assessment, dating and analysis, widening the information on these buried assets.



4.2.4 Highway Constraints and Opportunities

Much of the Scheme follows a linear layout that loosely aligns with existing public highway, including footways/cycleways, public rights of way, as well as the A3023, the only route onto Hayling Island. This forms a key constraint both for the design of the scheme and the construction. In terms of the design, the location of the footpaths/cycleway directly conflicts with where the line of the defences is required i.e the line of the Hayling Billy Line and the footway around the edge of the quay. This, however, translates as a great opportunity to improve these routes and this has been a focus of the design. Widening, resurfacing and the addition of railings have all been incorporated into the final design, along with two areas of re-alignment. It will be necessary to close some pedestrian access routes temporarily during construction (see the Construction Traffic Management Plan for more information) but diversions can be put in place and clearly signposted and so this constraint should not act as a barrier for the development coming forward. Preventing any adverse impact on the A3023 is another key constraint as any traffic building up could have impacts on the wider network, including the A27. The design of the defences does not interact with the A3023 but opportunities have been taken to provide benefits where possible. The main compound will be accessed directly from the A3023, where there is an existing pedestrian island. This will be removed, but rather than replacing this with a temporary crossing in an alternative location, there is an opportunity to put in two new permanent uncontrolled crossings.

5. Description of Proposal

Chapter 3 of the ES (Proposed Scheme) provides a more detailed description of the full scheme.

The Langstone coastline was originally divided into seven frontages for the development of the detailed design of a Scheme. The Scheme comprised the Core Scheme (Frontages 1A, 2, 3, 4 and 5) and the Additional Scheme (Frontage 1B and 6). However, at the current time, funding has only been secured for the Core Scheme of works. Therefore, this PDAS as well as the ES and the associated consent applications that it supports, are for the Core Scheme works only.

Figure 5.1 shows an extract from the Location Plan, incorporating the full scheme, plus the compound areas, access to the public highway and the highway works.

The proposed new defences will provide a present-day SoP of 0.5% AEP, (a 1 in 200-year return period event) from tidal flooding for Langstone. The proposed design provides a design crest level of +3.5m Ordnance Datum Newlyn (ODN) based on extreme water levels from the modelling undertaken to inform the detailed design. A freeboard allowance of 0.3m (+3.8m ODN) has been incorporated into the design for structures on the water's edge, and this freeboard allowance reduces to 0.1m (+3.6m ODN) for structures not on the water's edge. This SoP exceeds the minimum recommendation by the Portchester to Emsworth Strategy (1.3% AEP) in the present day, however the SoP will decline over time as a function of sea level rise. By year 50, based on UKCP18 sea level rise projections, the still water SoP of the scheme is expected to be 20% AEP (1:5 year) SoP. Providing a present-day 0.5% AEP (1:200 year) SoP against still water level flooding is the key

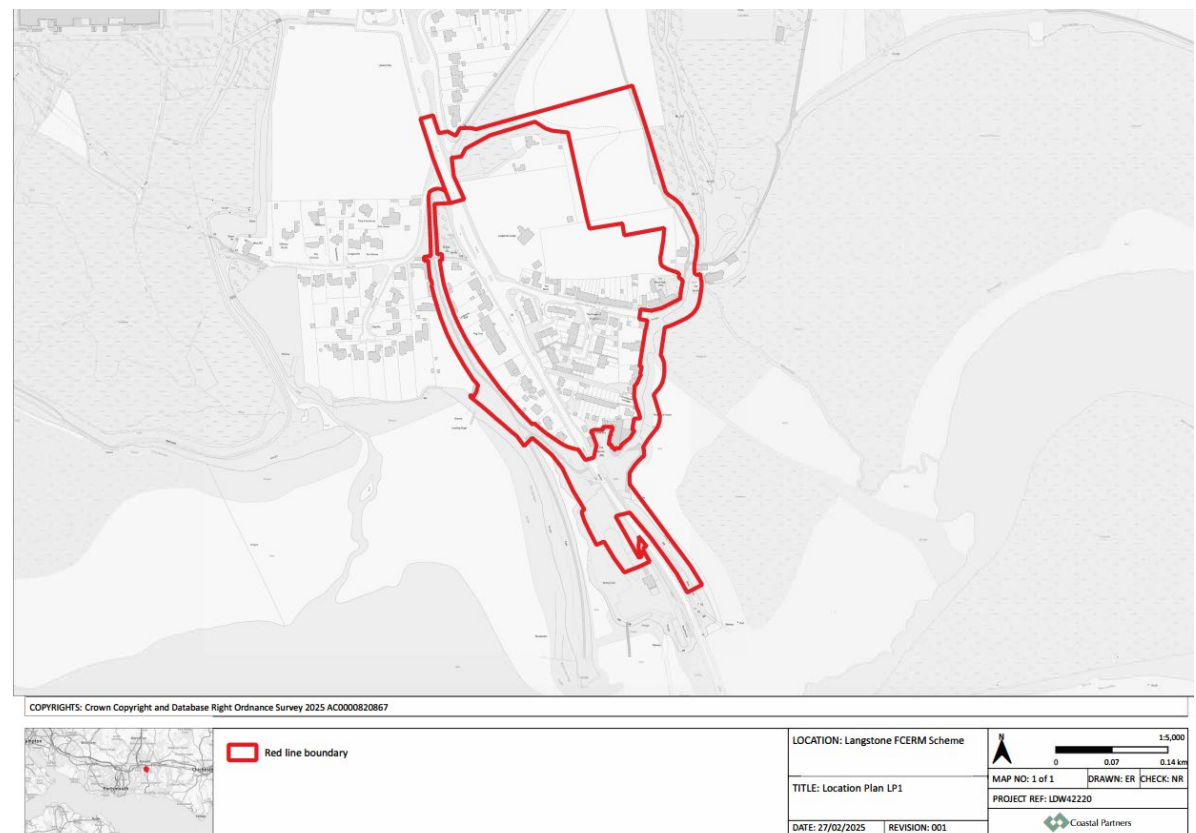


Figure 5.1: Location Plan extract

objective of the scheme and it has been recognised that there is no appetite from the community in Langstone to further increase the flood defence level due to landscape and visual impacts.

A summary of the proposal for each frontage is set out below:

Frontage 1A: Billy Line North. The flood defence comprises of a raised earth embankment and follows the line of the existing Billy Line cycleway (a National Cycle Route 2 cycleway). The existing cycle path is to be upgraded to a new 3 metre wide shared path for pedestrians and cyclists which sits on top of the flood embankment.



Figure 5.2: Photomontage of Frontage 1A



Figure 5.3: Photomontage of Frontage 2

Frontage 3: A3023 road to 9 Coastguard Cottages (The Look Out). Frontage 3 consists of a continuous flood defence that largely comprises of four flood defence structures. These structures include the A3023 flood wall, Ship Inn car park raised earth bund, Ship Inn flood wall and Ship Inn Annex flood wall. A flood gate is also to be provided between the Ship Inn and the Ship Inn Annex flood walls.



Figure 5.4: Photomontage of Frontage 3

Frontage 4: The Look Out to No. 24 Langstone High Street (the Winklemarket). Frontage 4 consists of new reinforced concrete flood walls in front of the existing garden walls that run along the frontage. The existing footpath is to be upgraded to a new 1.5-metre-wide footpath through the construction of a new quay wall. One flood gate (at Green Cottage) and one demountable flood barrier (at the pedestrian access adjacent to the Watch Tower) will be provided to ensure robust continuity of the defence.



Figure 5.5: Photomontages of Frontage 4

Frontage 5: Langstone High Street to the field north of the Royal Oak.

Frontage 5 consists of a continuous flood defence that largely comprises of five structures. These structures include the High Street flood gates, the Royal Oak flood wall, the allotment flood wall, the Footpath flood wall that runs west of the Mill Pond, and an earth embankment in the field north of the Royal Oak. Demountable flood barriers will be provided between the section transitions and flood gates will be provided at No.21 High Street.



Figure 5.6: Photomontage of Frontage 5

6. Design

6.1 Design Approach

As set out in the scheme's aims and objective in Section 1.4.1 the design sought to come up with a design to enable us to deliver a scheme that was not only affordable and buildable but also provided the most benefits in terms of ecology, heritage, public realm and connectivity.

As well as reducing the impacts of flooding and erosion on residents and businesses, the A3023 at Langstone, will also be protected. This highway is the only access on to Hayling Island and is therefore a very important piece of infrastructure for the Borough and its residents.

Whilst affordability and value for money is a key element in the design, with limited public funding available, the design needs to work hard to achieve a scheme that is sympathetic to the heritage and landscape of the area, while also ensuring opportunities for wider benefits are taken such as place-making, regeneration, and improved amenity. The design also seeks to enhance and improve the environment and provide a minimum of 10% biodiversity net gain.

The feedback from the residents has also significantly shaped the design, along with advice from statutory and non-statutory consultees. A key driver for the project team was to create a scheme that residents and stakeholders would be proud of.



6.2 Local inspiration

The scheme site contains a unique variety of landscapes and features, with the village having important ecological habitats as well as a preserved historic character. As the Langstone and Mill Lane Conservation Area Appraisals describe, as a general rule the majority of the buildings to the East of the A3023 are simple cottages or converted commercial buildings, with larger buildings being present on the West. These have been built in the vernacular style using locally sourced materials and generally without excessive architectural pretensions. Generally red brick and clay tiles predominate as the principal building materials. There is also the use of flint work in some external facades and along the boundary walls, which contribute to the character of the area. Due to the tight knit nature of the conservation area there is little in the way of street furniture. However, there are some wooden benches and seating on the quay side with views out over the harbour. Street lighting exists in the form of black, cast-iron lighting poles topped with glass lanterns which are in keeping with the historic character.



6.3 Design Details

The design details can be found in the following locations:

- Plans, including:
 - Landscape plans, including Schedule of Planting
 - General Arrangement Plans
 - Other Details Plans
- Landscape and Visual Impact Assessment, including a draft Landscape Strategy (**Appendix N** of the ES)
- Materials Report (**Appendix F** of the ES)
- Proposed Scheme (**Chapter 3** of the ES)
- Visuals

These sources, which provide more detail, should therefore be read in conjunction with this PDAS.

The detailed design has sought to retain the simple historic character, using the locally used materials and finishes as inspiration.

The colour palette for the scheme is designed to complement the distinctive character for the Langstone village and conservation areas by reflecting the local styles and adhering to guidance within the Langstone Conservation Area Review (2011). The palette references the pale hues of the site with the blue greys of the flint found within the chalk and traditionally used as a building material. Opposite colours can be used as accent colours to enhance the urban realm elements. The colour palette proposed is designed to reflect the local context and the site's sea faring heritage. A specific palette of chalky concrete for paving and warm yellow as an accent colour in street furniture for these embankment areas.

The sections below summarise the design details for the scheme. It is envisaged that many details, such as final materials, a planting specification and street furniture will be secured through planning conditions.

6.3.1 Hard Surfacing Materials

In terms of hard surfacing, there are essentially three types proposed. Along the widened existing cycle/footway of the Hayling Billy Line in frontages 1a and 2, it is proposed to use asphalt concrete. This is requested by the Highways Authority in order to comply with highway standards. It will ensure a durable and smooth finish.

Within Frontages 3 and 4 an exposed aggregate surface is given to the reinforced concrete footpath. The aggregates specified are of golden buff colour. The design incorporates reinstatement of the existing paving slabs within the Ship Inn courtyard (Frontage 3) and in front of the Royal Oak (Frontage 5). Where necessary, the paving slabs should be supplemented with Marshalls Sylvern Limestone Paving slabs, or similar.

6.3.2 Soft landscaping

To construct the scheme, vegetation clearance, including some tree removal and tree works, is necessary. This includes woodland, grassland and scrub. In terms of priority habitat landscaping, any wet woodland understorey habitat removed will be replaced with a native wetland mix of shrubs as outlined in the landscaping plans and planting schedule.

Areas of hedgerow impacted by vegetation clearance activities will be reinstated by planting native hedgerow species and additional areas will be planted with a hedgerow seed mix as outlined in the landscaping plans and planting schedule.

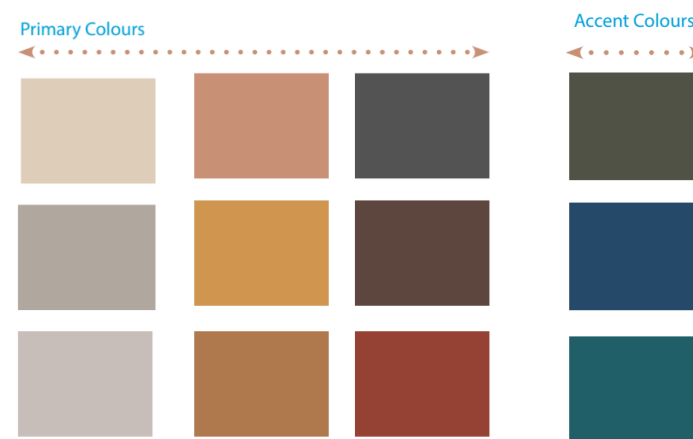


Figure 6.1: Palette of colours

A summary of the proposed landscaping is set out below:

- Frontage 1A: The edges of the upgraded cycleway embankment will be seeded with hedgerow seed mix and coastal meadow seed mix. Beyond the 2-metre seeded strip, areas cleared for the construction of the new embankment will be reinstated and improved with mixed native shrub and tree species planting
- Frontage 2: The edges of the upgraded cycleway embankment will be seeded with hedgerow seed mix (in the northern section) and coastal meadow seed mix (in the middle and southern sections). The new embankment will be reinstated with mixed native shrub (in the northern and middle sections) and coastal meadow mix (in the southern sections). Native tree species including some fruit trees (to benefit invertebrates and other species) will also be planted.
- Frontage 3: A wildflower turf will be planted along the top of the flood wall adjacent to Langstone Road. Shrub planters with maritime vegetated shingle species are also proposed along the seating area on top of the quay wall adjacent to the Ship Inn.
- Frontage 5: Mixed native hedgerow species will be planted to reinstated and improve the hedgerow habitats. Mixed meadow species and meadow seed mix will also be planted to reinstatement and improve areas within Frontage 5. The proposed earth embankment will be seeded with a meadow mix on the southern side and a hedgerow seed mix on the northern side. Native wetland planting and native tree species will be planted along the footpath / woodland edge to reinstatement and improve the area.

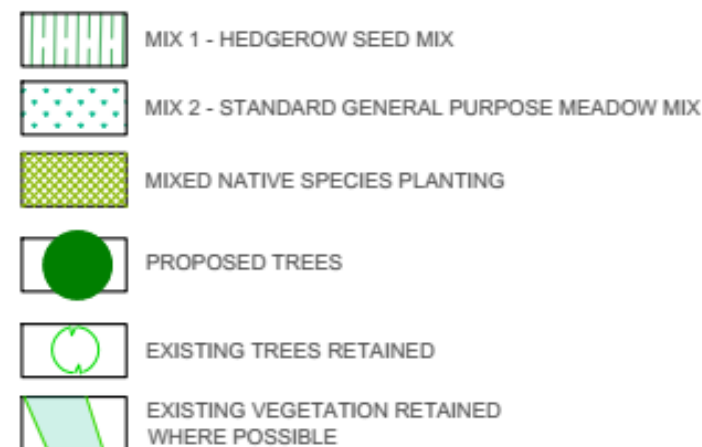


Figure 6.2: Extract from Landscaping Plan key

Replanting will be undertaken as advised by Landscape Plans and Planting Schedule and shall be carried out no later than the first planting and seeding season following the completion of the development. Any trees or plants which, within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.



Figure 6.4: Hedgerow Mix image



Figure 6.3: Diverse Meadow Mix

6.3.3 Street Furniture

The street furniture was carefully and thoughtfully considered. Consultation was carried out the LPA Conservation Officer to ensure they are appropriate to the Conservation Areas and Listed Buildings. Materials, size and form **are** inspired by the surrounding context, with existing building and pavement lines used to guide their placing. They help to reinforce local character and create a sense of place. The LVIA (Appendix N of the ES), including the draft Landscape Strategy within its Appendix B, sets out in more detail the approach to street furniture. Examples of the style and materials are shown below in **Figure 6.5** and **Figure 6.6**.

Interpretation boards are also proposed in key locations to provide information on the ecological/historic interests in the immediate locality. See **Figure 6.7**.



Figure 6.5: Images of example benches



Figure 6.7: Images of example bollards & bins

— • Potential for interpretation boards, seating, wayfinding.



Figure 6.6: Proposed location of interpretation boards

6.3.4 Flood gates

There are a total of 8no. flood gates proposed within the scheme. These are located as follows:

- Flood gate 1: The Ship Inn.
- Flood gate 2: The Watch Tower
- Flood gate 3: Green Cottage.
- Flood gate 4: High Street – pedestrian flood gate
- Flood gate 5: High Street – vehicle flood gate
- Flood gate 6: Royal Oak.
- Flood gate 7: Allotment flood gate.
- Flood gate 8: No21

Further details on the floodgates can be found in the **Flood Equipment Schedule** and the submitted Flood Gate Plans.

It should be noted that the use of defence measures that require deployment in times of flooding (e.g. flood gates, demountable defences etc) should be minimised and only used when there are no viable alternative options. This is primarily because the deployment of these defences requires manual based actions to be undertaken, which introduces a residual risk of an issue occurring during the deployment e.g. not being deployed in a timely manner, errors in deployment, broken equipment etc. In light of this, the probability of successfully deploying the defences is one element that needs to be accounted for when calculating the economic benefits of a scheme.

In reality this means that the number of flood defence measures that require deployment within this Langstone FCERM scheme has a direct impact on the economic benefits of the scheme, and therefore the cost/benefit ratio. Any reduction in the calculated



Figure 6.8: High Street Vehicle Flood Gate

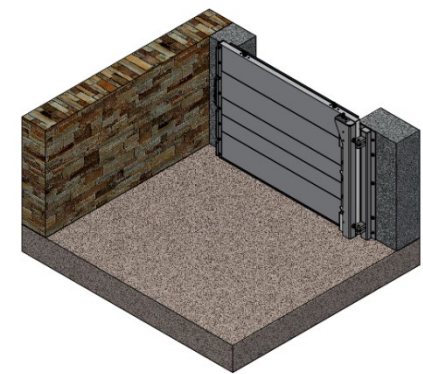


Figure 6.9: High St Pedestrian Flood Gate

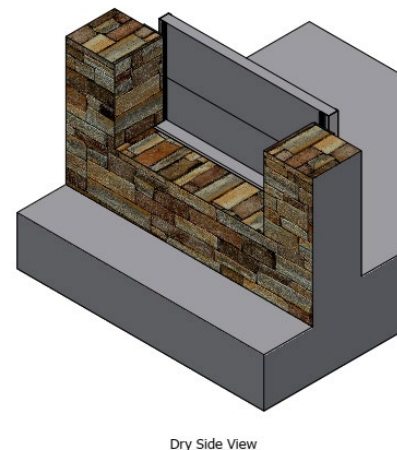


Figure 6.10: Allotment Flood Gate

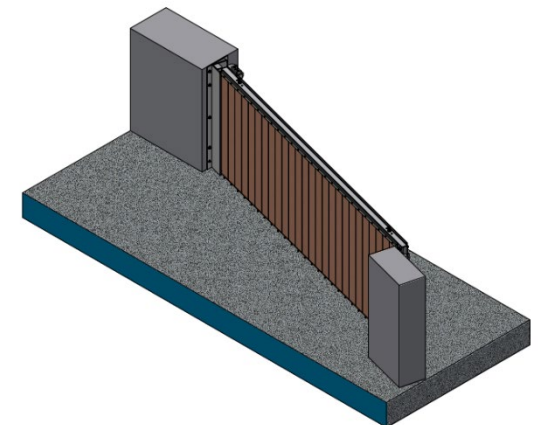


Figure 6.11: No21 Flood Gate

benefits, including as a result of introducing additional flood gates, could cumulatively result in the scheme not being able to attract public funding, due to it having an unacceptable cost/benefit ratio.

In accordance with the information above, flood gates and demountable defences have only been used in the scheme as a last resort where there is no alternative solution to provide the same level of flood protection, i.e. where space and physical constraints do not allow for an alternative approach.



Figure 6.12: Visual showing High Street Flood Gates



Figure 6.13: Visual showing Allotment and No21 Flood Gates

6.4 Accessibility

The design of the Scheme considers a diverse number of users and forms of transport including:

- Pedestrians & cyclists
- Wheelchair and mobility scooters
- Recreational access to/from the water for water sports.

The submitted plans detail specific elements, along with the design details discussed below.

6.4.1 Access track / Footpath

The scheme largely keeps the alignment of existing footpaths the same, with stopping up and diverting only in two places – Southern of Frontage 2 and at Green Cottage. However, these diversions will not result in any substantial increase in path length overall. In addition, some path widening is proposed to bring the affected paths and cycleways up to current standards. Around the edge of the quayside (Langstone High Street), new railings are proposed for safety. Overall, the scheme is anticipated to improve the existing access arrangements.

6.5 Biodiversity Net Gain and Ecological Improvements

6.5.1 Biodiversity Net Gain

Net gain, as opposed to 'no net loss' in biodiversity is now an adopted principle in planning guidance and legislation, with the Revised National Planning Policy Framework being clear that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature.

The Environment Act 2021 contains provisions for the protection and improvement of the environment, including achieving a minimum of 10% Biodiversity Net Gain (BNG). BNG is measured using Defra's biodiversity metric and habitats will need to be secured for at least 30 years. This is mandatory for all planning permissions granted in England, unless they fall into an exempt category.

This approach is already imbedded in various other pieces of legislation and national strategies/guidance, including Section 40 of the Natural Environment and Rural Communities Act 2006, which places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity. The DEFRA 25 Year Plan also seeks to embed a 'net environmental gain' principle for development to deliver environmental improvements locally and nationally.

The Biodiversity Net Gain Statement can be found in **Appendix E1** of the ES, with the completed Metric Tool in **Appendix E2**. Overall, the Scheme predicts to achieve >10% net increase in biodiversity.

6.5.2 Ecological Improvements

The Scheme seeks to include as many measures to improve the natural environment as possible. Some of these measures will directly contribute to the increase in net gain, whilst others fall outside of what can be calculated within the Metric Tool, but still count towards ecological improvements. A summary of the improvements the Scheme is proposing is set out below.

Marine and Intertidal Opportunities for improvement including:

- Saltmarsh habitat creation
- Golden Samphire translocation or creation

Terrestrial Opportunities for Improvement including:

- Habitat creation, improvements and management (trees, coastal meadow, hedgerow, shrubs) to benefit species such as bats, reptiles, breeding birds, invertebrates
- Log piles and rotting wood features to benefit protected species such as reptiles and stag beetles
- Bee posts
- Bee tunnels
- Bat boxes
- Vertipools
- Bird nesting boxes



Figure 6.14: Photos of various potential ecological improvements

7. Flood Risk Statement

7.1.1 Introduction to Flood Risk (coastal and surface water)

The overarching aim of the Langstone FCERM Scheme is to reduce the impacts of flooding and erosion on residents, businesses, the local economy, and the A3023 at Langstone. This aim will be met through the Scheme objective to construct new coastal defences providing a present-day SoP of 0.5% AEP from tidal still water for Langstone, including a freeboard for uncertainties. This SoP exceeds the minimum recommendation by the Portchester to Emsworth Strategy (1.3% AEP) at the outset (the SoP will decline over time as a function of sea level rise). The proposed defences will have a 50-year design life with minimal maintenance and operation requirements.

Flood risk modelling highlights that for the present day there are 73 residential properties at risk of flooding from a 1 in 200 year (0.5% Annual AEP) tidal flood event in Langstone. There are also four non-residential properties at risk of flooding from the same return period event. This increases to 122 residential properties and 9 business properties in 100 years' time due to the impacts of climate change and sea level rise.

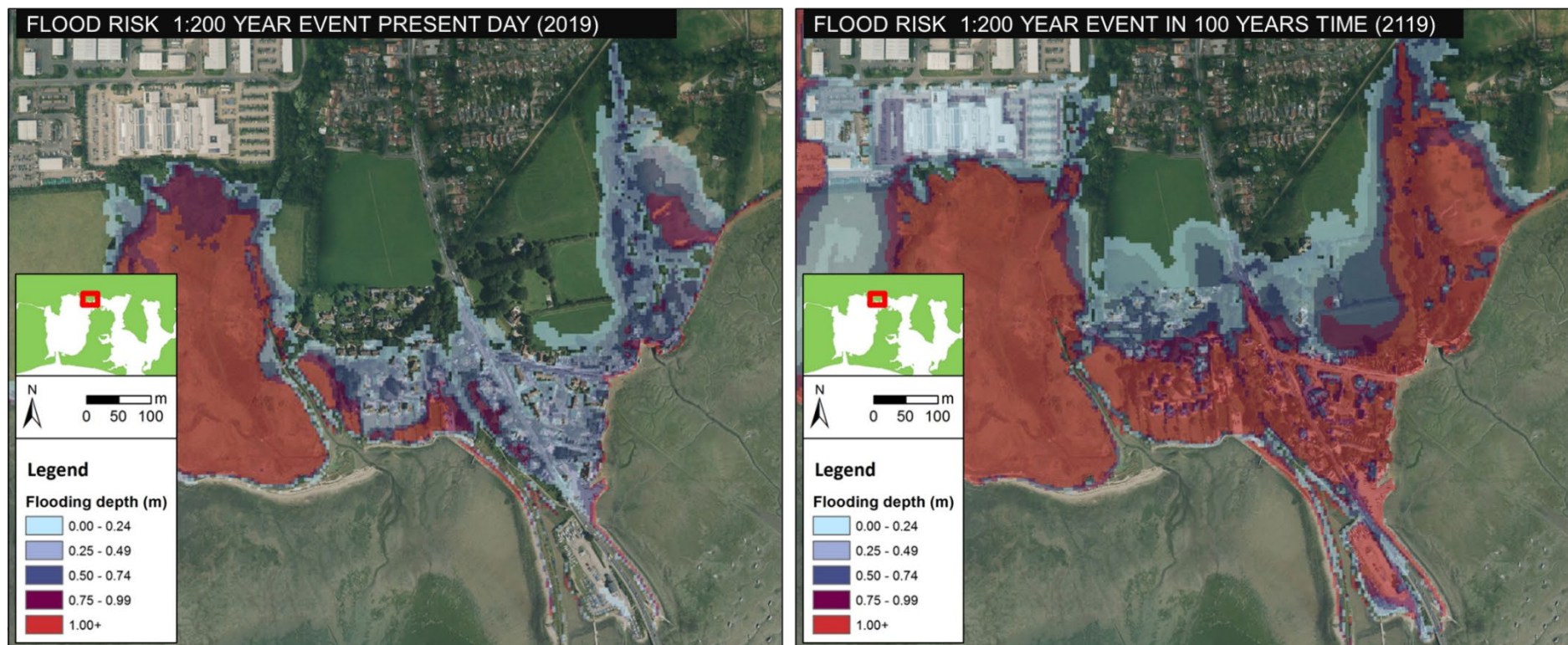


Figure 7.1: Flood risk maps - present-day and 100-year

The core scheme refers to the least cost scheme alignment which protects the largest number of properties and critical infrastructure inclusive of the A3023 (the only highway access to Hayling Island) and heritage assets. This includes 53 residential and 4 business properties which will be better protected through implementing this scheme.

A further 6 residential properties not currently at risk but will become at risk by 2040 due to climate change will also be better protected within the 50-year lifetime of this scheme.

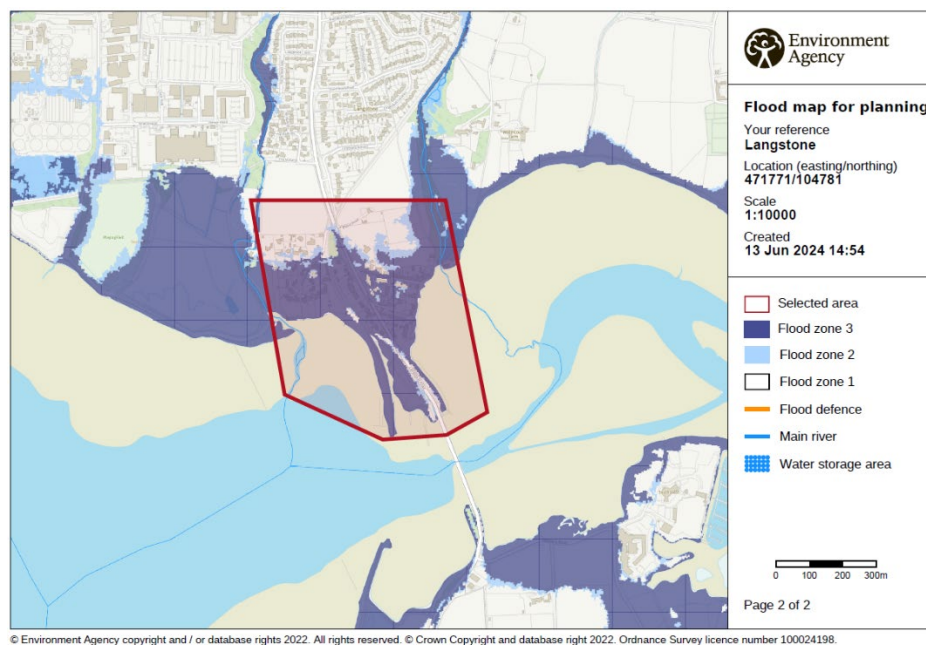


Figure 7.2: ES tidal flood risk map for Langstone

There are some areas within the village of Langstone which are shown to have a medium to high risk of surface water flooding, mostly limited to Langstone High Street and some properties adjacent to the A3023 Langstone Road. (<https://check-long-term-flood-risk.service.gov.uk/risk>).

The area of the scheme is shown to be within Flood Zone 3 of the Environment Agency's Flood Zone Maps (Image Left, source <https://flood-map-for-planning.service.gov.uk/>). Much of Langstone is at high risk of flooding from rivers and the sea. High risk means that this area has a chance of flooding of greater than 3.3% each year.



Figure 7.3: EA surface water flood risk map for Langstone

To support the option appraisal, outline design and outline business case for the Langstone FCERM Scheme, AECOM have prepared a Modelling Narrative Report (AECOM, 2020) which sets out the numerical model flood inundation modelling approach used to establish the baseline flood risk and scheme standard of protection. This report is included as **Appendix J3** to the ES. The key points of the report are as follows:

- The Hayling Island 2D TUFLOW flood inundation model developed by JBA as part of the East Solent Modelling project has been used to simulate tidal flood risk at Langstone.
- The TUFLOW model used the Coastal Flood Boundary Dataset (Environment Agency, 2011) for the extreme still water level estimates at the model boundaries.
- AECOM undertook additional model simulations to support the option and economic appraisal tasks. After collaboratively agreeing the approach with Coastal Partners, the baseline and option model simulations were based on still water level flood risk and did not include wave overtopping risk. Within the context of the option and economic appraisal, including wave overtopping inputs in the model simulations was not considered essential for the following reasons: the dominant source of flood risk, and main driver of the economic case at the site is from tidal inundation and additional wave overtopping calculations were beyond project scope. In the outline design process, it was agreed to describe the SoP within the context of still water level flood risk only and to address residual uncertainty with a design freeboard / uncertainty allowance.
- The economic appraisal identified the preferred standard of protection for the scheme as the present day 0.5% AEP (1:200 year) still water level. A freeboard provision has been included in the outline design to account for uncertainties (0.3m for the frontline defences and 0.1m for the setback defences). Due to the landscape concerns associated with the scheme, it is unlikely that the scheme would be supported by stakeholders and the public if defence heights greater than the design were suggested.
- The scheme will significantly reduce the risk of flooding to the A3023 main road in the study site. Currently, without a scheme in place, the road is likely to be impassable for a 5% AEP (1:20 year) flood event. With the scheme in place the road would be protected from still water level flooding in the present day up to a 0.5% AEP (1:200 year) SoP. As sea levels rise the standard of protection will fall over time.

The following studies have also been undertaken to inform the detailed design of the scheme, and are included as appendices to the ES:

- Appendix J1 – Langstone Coastal Processes Study
- Appendix J2 – Technical Note on Extreme Water Levels and Sea Level Rise
- Appendix J3 – Modelling Narrative Report
- Appendix J4 – Hydrodynamic Modelling Report
- Appendix J5 – Langstone Overtopping Report

7.2 Policy Context – Flood Risk

7.2.1 Revised National Planning Policy Framework (February 2025)

Paragraph 161 of the NPPF identifies that the planning system should take full account of all climate impacts including...storm and flood risks and coastal change. It should help to shape places in ways that contribute to minimising vulnerability and improving resilience. This coastal defence infrastructure project has a primary objective to avoid increased vulnerability to the range of impacts arising from climate change, in particular the predicted effects of sea-level rise over the scheme design life of 50 years.

Paragraph 162 of the NPPF identifies that *“Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure”*.

Paragraph 181 of the (2023) NPPF identifies that

“when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;*
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;*
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;*
- d) any residual risk can be safely managed; and*
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan”*.

There is no standalone site-specific flood risk assessment for this application. All the information which would normally form the site-specific flood risk assessment is found within this Flood Risk Statement which has considered flood risk using the following process:

Avoid

With regards to planning applications, the Sequential Test must be applied for all major and non-major developments in areas at risk of flooding. The area of the scheme is shown to be within Flood Zone 3 of the Environment Agency's Flood Zone Maps (see section 7.1.1). However, this coastal engineering scheme is not development that is susceptible to flooding as classified under the National Planning Policy Guidance and therefore the Sequential Test will not be required.

The National Planning Practice Guidance (PPG, 2023) "Annex 3: Flood risk vulnerability classification" identifies flood control infrastructure as being 'water compatible development'. In accordance with Table 2 (under paragraph 79): Flood risk vulnerability and flood zone 'compatibility', this demonstrates that the location of flood control infrastructure within Flood Zone 3a is an appropriately compatible development and therefore the Exemption test is not required and the development can be considered for permission.

Note that Flood zone 3b is not a relevant consideration in a tidal flooding scenario as it is not functional floodplain across which water regularly flows and is required for flood flow conveyance.

Control

The Langstone scheme puts forward a proposal for measures to control the risk of tidal flooding affecting Langstone and the majority of this defence is passive (*i.e.*, requires no active operation).

The proposals also include for two vehicular access and four pedestrian flood gates, as well as two locations where flood boards are proposed. These will all require active operation prior to a flood event. Coastal Partners manage the operation of a network of flood gates and other structures through a duty coastal incident officer (CIO) role (24/7). In the Havant Borough, Coastal Partners work with NorSE to operate emergency flood defences. Once we have a preferred gate supplier, an operational manual will be prepared in consultation with our Contractor, Langstone Flood Watch and individual landowners affected so that all parties understand roles and responsibilities. This will set out the trigger and procedure for closing the gates, alerting the community and emergency action planning.

The gates would be shut prior to an extreme high tide event (not every high tide event would require closure of the gates). Vehicular and pedestrian access will not be possible until the tide drops, and the gates are re-opened. Coastal Partners work closely with the Environment Agency who are responsible for issuing any flood alerts.

Mitigate

This Flood and Coastal Erosion risk management scheme predominately focuses on reducing tidal flooding and erosion risk. It proposes a sufficient drainage network to ensure any water landward of the defences continues to drain at low tide. There will be a remaining residual risk from surface water, spray overtopping, and significant events which exceed the standard of protection.

Landowners will still need to manage their own flood risk through property level protection such as flood door boards.

Manage residual risk

The scheme enables the provision of safe access and escape routes. There are two properties located on Frontage 5 which, in the event of a flood, would not be accessible by vehicle (as is the case in the do-nothing scenario). Both these properties have engaged with the scheme, demonstrating an understanding of their access and egress routes during design flood conditions. The egress steps adjacent to the Royal Oak were included in the design proposals at the request of the residents to enable egress towards Langstone High Street. There are two further alternative pedestrian egress routes from this property.

Furthermore, the new handrail along Frontage 4 will enable better understanding of the depth of water and edge of the footpath in this location during a flood.

Residents will be encouraged to register for Environment Agency flood warnings and there is a Langstone Flood Watch community group who actively alert residents using the Environment Agency flood warning system.

7.2.2 Development Plan

This coastal defence scheme shows compliance with the adopted Havant Borough Local Plan and its vision:

The Vision for Havant Borough in 2026

The council will plan for and adapt to the challenges of climate change, particularly flooding and coastal erosion.

In striving for a sustainable city, the vision of the Core Strategy will be delivered through the policies that are set out under seven themes, which broadly follow the key priorities of the Sustainable Community Strategy, Forward Together. The themes of relevance to flood risk are:

- **6: Caring for Our Borough** – *“Infrastructure includes roads, rail, footpaths, flood defences, health, education and recreation facilities. Partnership working with a wide range of providers is essential to ensure the different types of infrastructure are provided in the right place at the right time”*
- **7: Infrastructure** - *“Adapt to, and where appropriate mitigate against, the impacts of climate change”*

Key delivery policies for this objective include CS15 Flood and Coastal Erosion Risk (see **Figure 7.4** opposite). This infrastructure project is in line with this policy and will deliver an enhanced standard of defence to reduce the risks of flooding to people and property within the benefit area.

Flood and Erosion Risk

Policy **CS15** Flood and Coastal Erosion Risk

Development in areas at risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps will only be permitted where:

1. It meets the sequential and exception test (where required) in relation to PPS25.
2. The site is located in a low hazard area as defined in the Strategic Flood Risk Assessment.
3. A site-specific flood risk assessment demonstrates that the development will be safe, including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
4. The scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site.
5. Appropriate flood warning and evacuation plans are in place.
6. New site drainage systems are designed taking account of events which exceed the normal design standard.

All development will be required to ensure that there is no net increase in surface water run off. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance.

The council will work with partners to implement the Coastal Policy Zones in the North Solent Shoreline Management Plan to ensure that development avoids areas at risk from coastal erosion and coastal flooding and that areas required to offset coastal squeeze and prevent habitat fragmentation, to allow species to adapt to climate change, are identified and protected from development.

Figure 7.4: Local Plan policy CS15 extract

7.3 Residual Risk

Although the coastal defence improvements will reduce the risk of flooding to people and property within the area benefitting from the defences, residual risks will still exist after the scheme is implemented. These residual flood risks account for:

- With a rise in sea levels anticipated in the future, the standard of protection provided by the scheme is expected to reduce over time. Based on future projections of sea level rise (which are uncertain), by year 20 the scheme is expected to provide a 1% AEP (1:100 year) SoP (still water level flooding only). By year 50 the SoP is expected to be between 50% AEP (1:2 year) and 20% AEP (1:5 year). It should be noted that the SoP is described here without consideration of the freeboard, which is in place to deal with residual uncertainty. However, if the freeboard is included in the calculations, the initial and future SoP would be greater.
- Despite the reduction in SoP over time, there would still be an effective benefit of the scheme even with above design standard events. This is because, for a given above design flood event, the defence would limit the amount of water flowing over the defence compared to a situation where the defence has not been constructed (i.e. the current situation).
- After the scheme is constructed there will be a residual risk of flooding from 'above design' events and from the operational requirements of the deployable defences. The economic appraisal has incorporated these sources of risk into the valuation of scheme benefits.
- An additional source of residual risk is from potential fluvial flooding from the Langbrook Stream to the west of the defences. This risk was investigated further during detailed design and is captured in **Appendix J4** of the ES.
- An additional source of residual risk from overtopping of the defences was further investigated during detailed design and is captured in **Appendix J5** of the ES.

For these reasons, it is important that a sequential, risk-based approach to the location of development continues to be applied, to avoid flood risk to people and property and manage any residual risk, taking account of the impacts of climate change.

The majority of the works involve encasement of the existing structure which is not a formal flood defence. Excavations that will take place as part of the Langstone Scheme works are shallow and limited to the foreshore. Only the building of structures and raising of ground levels will take place and therefore there is no increase to the flood risk to the immediate area during construction works. Because of this, no extra flood risk mitigation measures need to be put in place during the works.

7.4 Consents and Licences

In addition to seeking planning consent for the Scheme a variety of other marine consents will be secured where the work is undertaken on the coast and adjacent to site of nature conservation importance. These consents include:

- Marine Management Organisation Marine Licence

- Environment Agency Flood Risk Activity Permit (if required)
- Harbour Board / Harbour Master Consent
- Listed Building Consent
- Highway works and closures
- Crown Estates consent.

Although the coastal defence improvements will reduce the risk of flooding to people and property within the area benefitting from the defences, residual risks will still exist after the scheme is implemented. These residual flood risks exist from the risk of defence failure or breaching and in the instance of an extreme flood occurring greater than the design height of the defences.

For this reason, it is important that a sequential, risk-based approach to the location of development continues to be applied, to avoid flood risk to people and property and manage any residual risk, taking account of the impacts of climate change.

The measures proposed by this scheme are upgrade and improvements to existing coastal defences that exist along this coastal frontage. There is therefore proposed to be no additional mitigation in place to ameliorate these risks. Residual impacts are summarised in table form in the ES. Only the building of structures and raising of ground levels will take place and therefore there is no increase to the flood risk to the immediate area during construction works. Because of this, no extra flood risk mitigation measures need to be put in place.

8. Terrestrial Planning

8.1 Legislative & Policy Context

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states “If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”. The development plan in this case comprises:

- Core Strategy (adopted 2011)
- Allocations Plan (adopted 2014)
- Hampshire Minerals and Waste Plan (adopted 2013)

In terms of “other material planning considerations”, the Revised National Planning Policy Framework and Guidance constitute material considerations of significant weight. In this instance, the South Marine Plan is also considered to be a key material consideration, along with the comments from statutory consultees, adopted supplementary planning guidance and other local strategies and policies. The documents of most relevance include:

- Borough Design Guide (2011, supplements Policy CS16)
- Joint SPD - Chichester Harbour Area of Outstanding Natural Beauty (adopted by Havant Borough Council and Chichester District Council 2017)

It is noted that the current Local Plan was adopted in 2010 and 2014 and so at this point is out-of-date as national policy has changed. This is particularly so for the first part of the current local plan – the Core Strategy – which pre-dates the introduction of the NPPF.

The Draft Havant Borough Local Plan (2036) was withdrawn from examination on 16 March 2022 and work has started on a new Local Plan for Havant Borough – Building a Better Future Plan (2026). The Council’s most recent Local Development Scheme (January 2025) confirms that the next stage of consultation is the Draft Plan Consultation (Regulation 18) which is anticipated to take place in mid 2025, with examination not anticipated before 2027. Given the early stages of preparation in the new plan it can be given limited weight in the decision making process.

In addition to normal planning framework set out in the Town and Country Planning Act 1990, the Planning (Listed Buildings and Conservation Areas) Act 1990 (PLBCAA 1990) provides specific protection for buildings and areas of special architectural or historic interest.

The key relevant sections of this Act are as follows:

- Part I – Listed Buildings
 - Chapter II Authorisation of works affecting listed buildings

- Part II – Conservation Areas

In accordance with Part II, Section 71 of the PLBCAA 1990 (Formulation and publication of proposals for preservation and enhancement of conservation areas), local planning authorities have a duty from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas. The relevant documents that capture this are:

- Langstone Character Appraisal and Management Plan
- Mill Lane Character Appraisal

8.1.1 Local Planning Policy

8.1.1.5 The Local Plan: Core Strategy

The Havant Borough Local Plan (Core Strategy) was adopted on the 1st March 2011 and is the first of two parts of the adopted Local Plan. It sets out the vision, objectives, strategic direction and broad distribution of development for the Borough, including strategic sites and areas for development and protection. It contains strategic policies, as well as some detailed Development Management policies.

The following policies are considered to be of particular relevance to this proposal:

CS1—Health and Wellbeing

Objectives of the policy are to encourage healthier lifestyles, to improve wellbeing, and to promote the borough as an attractive destination for recreation, leisure and culture. The key relevant sections of the policy refer to any development needing to contribute effectively to the opportunities for increasing cycling for all types of trips, creating and improving linkages within the borough, and supporting increased footpath and cycle use through design, linkage and signage.

CS11—Protecting and Enhancing the Special Environment and Heritage of Havant Borough

A primary objective of the Core Strategy is the preservation and enhancement of the borough's natural landscape, open space, its biodiversity and built heritage. This policy sets out the requirements for development in relation to environmental and heritage, including:

- Ensures the key landscape and built form principles set out in the Havant Borough Townscape, Landscape and Seascape Character Assessment are protected and where possible enhanced
- Protects and where possible enhances the borough's statutory and non-statutory designated landscape, habitats and features of biological, hydrological or geological interest.
- Has particular regard to the following hierarchy of nature conservation designations within the borough (as identified on the Proposals Map):
(i) Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar [International], (ii) Sites of Special Scientific Interest

(SSSI) and National Nature Reserves [National], (iii) Sites of Importance for Nature Conservation (SINC), Local Nature Reserves, (LNR), other Ancient Woodland not identified in (ii) above [Local].

- Protects and where appropriate enhances 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.

CS12—Chichester Harbour Area of Outstanding Natural Beauty

Proposed development affecting the AONB should be of the highest design quality, with regard to be had to the distinctive features and characteristics in the design of any proposals. The policy refers to the adopted Chichester Harbour AONB Management Plan and states that development will be permitted where it:

- Carefully assesses the impact of individual proposals, and their cumulative effect, on the Chichester Harbour AONB, and its setting.
- Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area.
- Conserves and enhances the special qualities of the Chichester Harbour AONB (as defined in the Chichester Harbour AONB Management Plan).
- Meets the policy aims of the Chichester Harbour AONB Management Plan and Havant Borough Core Strategy March 2011
- Provides mitigation of any detrimental effects including where appropriate the improvement of existing damaged landscapes relating to the proposal.

CS15 – Flood and Coastal Erosion Risk

The policy background states how the projected impacts of climate change on the Solent Coastal Plain are that sea levels could rise by one metre over the next 100 years. As well as seeking to direct development away from areas at risk of flooding and coastal erosion, it highlights the importance of managing the risks of flooding and adapting to the likely impacts of climate change. It also describes a significant issue for the borough being the coastal squeeze - is the loss of inter-tidal habitats (such as saltmarsh and mudflats) as sea levels rise, in areas where the natural landward migration of such habitats under sea level rise is prevented by man-made defences or other coastal structures.

CS16 – High Quality Design

This policy requires development to be designed to a high standard, which helps to create places where people want to live, work and relax. It sets out that all development should demonstrate that its design incorporates specified criteria, including that it:

- 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;
- 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; and
- e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.
- Contributes to the improvement of the public realm close to the development, by using high quality hard and soft landscape material and street furniture
- Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all;

CS19 – Effective Provision of Infrastructure

CS20 – Transport and Access Strategy

DM8 – Conservation, Protection and Enhancement of Existing Natural Features

This policy recognises the importance of the environment and the need to protect and enhance it for both its nature conservation value and its recreation and public access opportunities. At the same time, it acknowledges that the current standard of flood protection and water quality needs to be maintained. The policy states that development will only be permitted where it protects and enhances local habitats and landscape distinctiveness, in accordance with the specified criteria.

DM9 – Development in the Coastal Zone

This policy states that permission will only be granted for development in the coastal zone which addresses all of the relevant criteria, including:

- Has no harmful effects on nature conservation within the Chichester and Langstone Harbour SSSIs and SPA, Solent Maritime SAC and Ramsar site, or any SINC and Local Nature Reserves.
- Maintains and enhances the appearance and distinctiveness of existing settlements and landmarks along the coast.

DM10 – Pollution

This policy seeks to prevent development that may cause water, air or soil or pollution through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, heat, electromagnetic radiation and other pollutants.

DM11 – Planning for More Sustainable Travel

This policy seeks to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures.

8.1.1.6 Joint Chichester Harbour AONB SPD (2017)

****Note that this SPD was adopted prior to Areas of Outstanding Natural Beauty (AONB) becoming National Landscapes (NL).***

This document provides guidance for development proposals in the Chichester Harbour Area of Outstanding Natural Beauty (AONB) (now National Landscape), within Chichester District and Havant Borough. The SPD sets out that any development proposed within the AONB/NL area should be guided by the four principles shown in the extract below (**Figure 8.1**):



Figure 8.1: Extract from Joint Chichester Harbour AONB SPD (2017)

The Chichester Harbour AONB/NL covers an area of 3,700 ha, 2,700 of which are in Chichester District with the remaining 1,000 ha in Havant Borough. The part in Havant Borough includes some of the land in southern Langstone that falls within the Scheme boundary. Any development falling within the AONB/NL boundary which entails construction, alteration, renewal or extension of any works on, under or over

tidal waters or tidal lands below the level of Mean High-Water Springs by law requires a works licence from the Conservancy. An application for a works licence will be applied for following a grant of planning permission.

The SPD provides guidance on design elements such as scale, landscape features, planting, materials, impact on navigation and sediment movement, seascape, heritage and nature conservation.

The section of the Langstone FCERM Scheme that falls within the AONB/NL sits with the 'Lower Coastal Plain: Langstone and Warblington Character Area', as per Sections 31 and 34 of the SPD.

8.1.2 National Planning Policy

8.1.2.7 Revised National Planning Policy Framework (February 2025)

The Revised NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner and paragraphs 7-14 set out three overarching objectives, (economic, social & environmental) to achieve this. These are interdependent and need to be pursued in mutually supportive ways. Paragraph 11 describes how there should be a presumption in favour of sustainable development, which sits at the heart of the Revised NPPF. For decision-making it clarifies that this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
 - the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The other key paragraphs of relevance to this proposal are:

- **Para. 12:** The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

- **Para. 39:** Local planning authorities should approach decisions on proposed development in a positive and creative way.
- **Para. 40:** Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community
- **Para. 48:** Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.
- **Para. 56:** Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions
- **Para. 57:** Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification
- **Para. 96:** Planning policies and decisions should aim to achieve healthy, inclusive and safe places... which: promote social interaction, are safe and accessible and enable and support healthy lifestyles.
- **Para. 105:** Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.
- **Para. 109:** Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: a) the potential impacts of development on transport networks can be addressed; b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised; c) opportunities to promote walking, cycling and public transport use are identified and pursued; and d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains

- **Para. 116:** Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- **Para. 117:** Within this context, applications for development should:
 - a) give priority first to pedestrian and cycle movements
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles.
- **Para. 131:** The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities
- **Para. 135:** Planning policies and decisions should ensure that developments:
 - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
 - c) are 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);
 - d) 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.
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- **Para. 136:** Trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning decisions should ensure that...appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities

should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

- **Para. 137:** Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.
- **Para. 139:** Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design guides and codes.
- **Para. 161:** The planning system should...take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. It should help to: shape places in ways that...minimise vulnerability and improve resilience.
- **Para. 181:** When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.
- **Para. 187:** Planning policies and decisions should contribute to and enhance the natural and local environment by:
 - a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
 - d) minimising impacts on and providing net gains for biodiversity,
 - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution, and
 - f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- **Para. 189:** Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues.

- **Para. 193:** When determining planning applications, local planning authorities should apply the following principles:
 - a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.
 - b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest.
 - c) development resulting in the loss or deterioration of irreplaceable habitats should be refused, unless there are wholly exceptional reasons, and a suitable compensation strategy exists; and
 - d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.
- **Para. 195:** The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.
- **Para. 196:** Planning policies and decisions should ensure that:
 - a) site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any Proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);
 - b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
 - c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.

- **Para. 207:** In 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. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
- **Para. 208:** Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- **Para.210:** In determining applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality and the desirability of new development making a positive contribution to local character and distinctiveness.
- **Para. 212:** When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- **Para. 213:** Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:
 - a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.
- **Para. 215:** Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- **Para. 216:** The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.

- **Para. 231:** The policies in this Framework are material considerations which should be taken into account in dealing with applications from the day of its publication.
- **Para. 232:** However, existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

8.1.2.8 National Planning Policy Guidance (February 2024)

Where material, this guidance should be afforded weight in the consideration of planning applications. The key sections of most relevance in this instance are:

- Climate change
- Conserving and enhancing the historic environment
- Design
- Environmental Impact Assessment
- Flood risk and coastal change
- Natural environment

8.1.2.9 Other relevant legislation

The proposed scheme also takes into account other legislation, with the most relevant listed below:

- The Environment Act 2021
- The Equalities Act 2010
- The Conservation of Species and Habitats Regulations 2017
- Marine and Coastal Access Act 2009 Water Framework Directive
- Waste Framework Directive (2008)
- Wildlife and Countryside Act (1981)
- Land Drainage Act 1991 and Water Resources Act 1991 and associated byelaws
- Natural Environment and Rural Communities [NERC] Act 2006

8.2 Discussion

This section discusses the proposal in the context of the national and local planning policies outlined under section 8.1. Please refer to the ES and its appendices for more detailed assessment of the potential impacts of the scheme. The full list of ES chapters and appendices can be found in **Appendix A** of this document.

8.2.1 Principle of Development

The principle of this development, the construction of a flood and coastal erosion scheme, is supported by both national and local planning policies. Whilst the Local Plan is out of date in terms of some of the data and supporting documents, it does acknowledge that flood defences and an important element of infrastructure. It also acknowledges that the Borough is vulnerable to the effects of climate change with sea level rise increasing the risk of coastal flooding and highlights the importance of maintaining flood protection levels for existing development. The Vision for Havant Borough within the Local Plan states that the Council will plan for and adapt to the challenges of climate change, particularly flooding and coastal erosion.

The Revised NPPF highlights the importance of minimising vulnerability, considering the long-term implications of flood risk, and mitigating and adapting to climate change. It supports increasing the future resilience of communities and infrastructure, including ensuring provision is made for space for physical protection measures.

Whilst in the very early stages, the emerging Local Plan's consultation document (2022) sets out a clear idea of the approach that Havant want to take in the future regarding coastal flood risk. It acknowledges that the Borough has an extensive coastline and as such, the impact of climate change is a significant issue for the borough, as it brings with it an increased risk of tidal flooding. Its proposed approach is that the new Local Plan will actively support investment in coastal defence, including a proposed strategic policy setting out the key infrastructure requirements over the plan period, including for coastal defences.

The scheme is considered to be sustainable development. As well as protecting homes, infrastructure and businesses from the risk of flooding and erosion now and in the future the scheme will help support healthy communities by improving access to, and enjoyment of, the coastline as well as resulting in significant improvements to existing footpath and cycle routes. is also considered to accord with all relevant local and national planning policies, as set out below. The presumption in favour of sustainable development set out in Paragraph 11 of the Revised NPPF is therefore considered of relevance.

8.2.2 Design

A detailed description of the proposal is contained within **Chapter 3** of the ES, with alternatives discussed in Chapter 4. The LVIA can be found in Appendix N of the ES and design discussion is also covered within section 5 of this PDAS.

Chapter 12 of the Revised NPPF (paragraphs 131-141) highlights the importance of good design, stating that it is a key aspect of sustainable development. The creation of high-quality places is fundamental to what the planning and development process should achieve and helps make development acceptable to communities. The design process for this flood and coastal erosion risk management scheme can demonstrate early, proactive and effective engagement with the local community, the LPA and other stakeholders to ensure the final scheme complies with relevant legislation and meets with their expectations and aspirations. Stakeholder engagement is detailed in **Chapter 5** and **Appendix E** of the ES and within section 1.8 of this document.

Chapter 4 of the ES discusses in detail the consideration of alternatives, with the Heritage Statement (**Appendix M2** of the ES) providing more detail on the evolution of the proposed design around heritage assets.

The design process, where possible, has taken the opportunities to retain or improve the character and quality of the area, as well as the settings of the numerous listed buildings, improve access and sustainable routes and protect or enhance the physical environment. The scheme has been designed to provide the required level of flood protection, and this has resulted in some unavoidable physical and visual changes being proposed, but the design has taken account of the guidance within policy documents such as the Joint AONB SPD, the Conservation Area Appraisals and then relevant strategies that show the intent of HBC for the Borough's future. The design has drawn inspiration from, and respects, the local character, with the fundamental approach being to respond positively to the existing natural and historic features. Through the use of carefully considered materials, design detailing, effective landscaping and planting, high quality street furniture, to be approved and secured through robust planning conditions, the scheme will support and enhance the strong sense of place that Langstone already has. It will create a safe, attractive and distinctive coastal frontage for Langstone that benefits the surrounding environment and ecology and is sympathetic to the existing natural and historic landscape setting. It will also protect the historic buildings from future flooding, ensuring their longevity. Improvements to connectivity through upgrading the local footpath and cycle paths and providing flood protection to the A3023, are important elements to the design, along with inclusivity and accessibility.

In accordance with para. 137 of the NPPF, there has been a significant level of early discussion between the applicant, the local planning authority and local community about the design and style of emerging schemes, which is important for clarifying expectations and reconciling local and commercial interests. It goes on to say that applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot. This application can demonstrate several years of effective engagement with the local community (see section 1.8 of this document and the Statement of Community Involvement (Appendix I of the ES).

The proposed design seeks to ensure Langstone remains a place where people want to live, work or relax, safe from tidal flooding and erosion. On this basis. In terms of design and the design evolution, the proposal is considered to accord with the Revised NPPF and local plan policy CS16.

8.2.3 Ecology

There are numerous ecological designations within and in close proximity to the application site for the scheme, including sites and species of local, national and international importance. Several chapters of the ES describe and assess the ecological impacts in detail, as well as setting out proposed mitigation:

- Chapter 8: Marine Ecology
- Chapter 9: Terrestrial Ecology
- Chapter 10: Ornithology

The relevant ES chapters and appendices should therefore be read to inform this discussion.

All aspects of the scheme have been fully assessed from design, through to construction and long-term operations, including maintenance. Significant mitigation measures are proposed to ensure that the natural environment is protected and enhanced, as set out in detail within the ES. These measures are specific to the type of ecology and include carefully considered design, to minimise any encroachment or loss of habitat, additional surveys, appropriate construction methods and timings, specific protection measures and ongoing monitoring. It is anticipated that these measures will be secured through the submission and approval of a final Construction Environmental Management Plan prior to the commencement of any works.

The scheme recognises the importance of all habitats and species, and it has been designed to minimise the impact on terrestrial and marine ecology including fish, shellfish and birds with substantial mitigation proposed to avoid significant harm. Mitigation measures include:

- Additional surveys prior to works commencing
- Seasonal restrictions on certain works to avoid the overwintering bird season (October – March inclusive) and the bird nesting season (March – August inclusive)
- Where access is required on the foreshore, removable temporary haul routes will be installed (e.g., geotextile with sheet piles laid flat or aggregate on top) to minimise disturbance to the intertidal habitat.
- A silt curtain will be deployed and maintained throughout construction of these frontages to avoid increased water turbidity of adjacent areas. Works to be from the landward wherever possible
- Submission of a Reptile Mitigation Strategy at the condition discharge stage, to include methods for vegetation clearance, capturing and translocating of reptiles

- Tree protection measures
- Comprehensive soft landscaping plan with native planting, including trees
- Appropriate fuel storage

It has also been designed to take any opportunities for improving the natural environment, with measures proposed that contribute to the Scheme achieving >10% increase in Biodiversity Net Gain, as well as those that provide ecological improvements that do not count towards the BNG calculations. Ecological improvements are discussed in section ?? of this report and within the relevant ES chapters. The Scheme's Biodiversity Net Gain Statement and Metric Tool can be found in Appendix E of the ES.

8.2.3.10 *Habitats Regulations Assessment*

Information for Habitats Regulations Assessment (HRA) has been submitted to enable HBC and the MMO as the Competent Authorities to determine the implications of the Langstone Coastal Scheme on the relevant European nature conservation sites and their interest features. This can be found in Appendix C of the ES.

Where potentially significant adverse effects were identified, mitigation measures have been proposed to ensure the protection of the designated site features. The appropriate assessments indicate that, providing the proposed mitigation measures are secured, the construction phase of the Langstone FCERM Scheme will not have an adverse effect on the attributes of the Solent Maritime Special Area of Conservation (SAC) or the Chichester and Langstone Harbours Special Protection Area (SPA) and Ramsar site. However, in the operational phase, the permanent loss of intertidal habitat under the footprint of the new sea wall structures (172m²), and from coastal squeeze over the lifetime of the scheme, will result in an adverse effect on the extent and distribution attribute of some of the sites' conservation objectives.

As the North Solent Shoreline Management Plan (SMP) and the Portchester to Emsworth Coastal Strategy (PEMS) have already been through the HRA process and the derogation tests under Article 6(4) of the Habitats Directive, the Secretary of State has already approved the plan and the decision to have a coastal defence at this location (i.e., to Hold the Line (HTL)). Another derogation is not required for the Langstone FCERM Scheme as the alternatives and IROPI tests have already been agreed at the plan and strategic level.

The design of the new sea defences at Langstone has been developed ensuring the that least encroaching viable option is taken forward (to prevent unavoidable encroachment of the FCERM structures into the designated sites). The Environment Agency's Habitat Compensation and Restoration Programme (HCRP) has already been approved by the Secretary of State as the agreed compensatory mechanism for habitat losses caused by coastal squeeze due to the HTL policies within the North Solent SMP and the PEMS. As the Langstone FCERM Scheme is implementing the SMP and strategic policy, it follows that any unforeseen and unavoidable additional compensatory requirements arising at the scheme level can be included within this compensatory mechanism to ensure the overall ecological coherence of the European site network.

The 172m² intertidal sediment habitat loss from the footprint of the new defence structures in Frontages 3, 4 and 5 of the Langstone FCERM Scheme will be added to the Solent and South Downs HCRP balance sheet to ensure that the required additional compensation is captured within the HCRP targets.

8.2.3.11 *Conclusion*

In summary, with the mitigation measures in place, as set out within the relevant ecology chapters of the ES and the Information for Habitats Regulations Assessment within Appendix ?? of the ES, the proposal is considered to comply with Policies CS11, DM8 and DM9 of the Local Plan and national planning policy.

8.2.4 Residential Amenity

The siting of this linear flood and coastal erosion is directed by the flood modelling results and its effectiveness in achieving the required flood protection levels. The existing pattern of development comprises buildings and homes close to the coastal edge, which results in these same buildings and properties being in close proximity to the Scheme. Noise is discussed in section 8.2.10 below, but constructing anything in such close proximity to residents will always have some level of impact.

In terms of other residential amenity impacts, the nature of the scheme (raising of footpaths, construction of embankments etc) does not usually create issues in terms of overlooking or loss of privacy. In Frontage 2, there is a section in the Scheme where the primary flood defence has to change from the seaward edge of the existing footpath to the landward edge, due to a large mains water pipe being present. In order to provide the required easements around the pipe, the footpath needs to raise up for a short section. The height of this raised land is approximately 0.5-0.6m above the existing ground level which could lead to overlooking into the nearby properties. The specific siting of this raised section has therefore been sited carefully, to avoid this issue. The planting of trees and a hedge will also help to maintain privacy for all residents.

8.2.5 Highways/sustainable transport & parking

Highway is discussed with Chapter 13 of the ES, and in the outline CTMP/TMP documents. The scheme will have no operational impact on the vehicular highway network or parking provision. It does take the opportunity to improve the condition of the network of footpaths and cycleways within the scheme boundary, including widening to current adopted standards and the stopping up and diverting of short sections.

As with any large scale development, there is the potential for short term impacts during the construction period but these will be mitigated as much as possible. The mitigation measures proposed are set out in the submitted Outline CTMP but these will be developed and finalised with the contractor once they are on board, and the precise construction methods and phasing is known. It is anticipated to continue working with the LPA and the Highways Authority in the drafting of a final CTMP, to be submitted and approved at the condition discharge stage. Mitigation measures considered include:

- Traffic would be monitored during the works to minimise delays to other road traffic during construction.
- Removal of uncontrolled crossing at main compound entrance, to be replaced with 2no new permanent uncontrolled crossings
- All deliveries to site will enter immediately upon arrival where possible and will not be kept on public highways. Vehicles entering site will have priority over vehicles leaving site.
- Restricted delivery times for all vehicles, to avoid peak periods of traffic
- Restricted times for any highway works
- Vehicle Marshalls will be at each delivery entrance to control all vehicle movements
- A designated wash down area with a mobile jet wash will be provided to clean site vehicles before leaving site and going on the highway.
- 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.
- Parking within compounds is proposed for contractors
- Removal of uncontrolled crossing at main compound entrance, to be replaced with 2no new permanent uncontrolled crossings
- An off-site area to be designated for lorries to wait to ensure they arrive at the planned times

With the proposed mitigation in place, the impact on highway users during construction will be minimised and when complete, the scheme will provide improvements to the existing cycle and footpath network, supporting the Council's aim to promote more sustainable forms of transport and will not increase congestion. The proposal accords with local policies CS1, CS20, DM11 and DM15 and the NPPF.

8.2.6 Heritage & Archaeology

Protecting and enhancing the historic environment is an important component of the Revised National Planning Policy Framework's drive to achieve sustainable development with protecting and enhancing the historic environment is a key component of environmental sustainability, as set in in paragraph 8.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1967 (as amended) places a duty on local planning authorities to have special regard to the desirability of preserving a Listed Building or its setting or any features of special architectural interest.

In addition, Policy CS11 of the local plan seeks to preserve and enhance the Borough's historic assets, requiring development to not only protect the assets but use them to generate higher quality designs in any development.

Paragraph's 202-214 of the NPPF set out how the potential impacts to heritage assets should be considered.

The design, at all stages, has very carefully considered the impact on the various historic assets present, including both those affected physically or through a change to their setting. The use of high-quality materials, including flood glass at the two public houses, matching flint stone wall cladding, heritage bricks and black railings, all contribute to ensure the Scheme is sympathetic to the heritage present, and the evolution of the design and detailing has followed advice from the LPA's Conservation Officer. assessment undertaken as part of the Heritage Statement (Appendix M2 of the ES) has concluded that the proposed development would not result in harm to the significance of any heritage assets through changes in their setting. This is principally due to the use of sympathetic designs and materials which allow for a continued connection between Langstone Harbour and the heritage assets located within and in close proximity to the Site.

Previous geoarchaeological monitoring of Ground Investigation (GI) works and deposit modelling of data has identified multiple Quaternary deposits of Pleistocene and Holocene date with the potential to contain significant palaeoenvironmental and archaeological material dating from the Palaeolithic onward. These sediments are present at varying depths across the Scheme. Where the proposed works would include substantial ground disturbance, this could lead to disturbance or truncation of archaeological remains and deposits with palaeoenvironmental potential, which could result in a total or partial loss of their significance. An appropriate scheme of possible mitigation works has been suggested on a frontage-by-frontage basis.

The proposal is considered to accord with local plan policy CS11, CS16 and the NPPF.

8.2.7 Accessibility

Section 6.5 of this report details how the scheme has been designed to enhance accessibility for all. The design of the scheme considers a large and diverse number of users including pedestrians, cyclists, wheelchair users and mobility scooters. It seeks to improve the current accessibility and is considered to comply with local plan policy CS20, DM11 and the relevant paragraphs of the NPPF.

8.2.8 Health, Wellbeing & Air Quality

Local Plan policy CS1 seeks to ensure a healthy Borough. The proposed scheme contributes to this in various ways. The improved coastal path around Langstone quay and beyond will make it easier to walk and cycle, encouraging more active travel and less reliance on car use, and make it easier and safer for people to enjoy this beautiful area. The protection from flooding and coastal erosion will also contribute to wellbeing, with occurrence of flooding being extremely stressful for any home or business owner.

Policy DM10 seeks to prevent pollution, including air pollution. The Scheme will not result in any increase in air pollution once complete. As set out in the ES, Chapter 13, there isn't predicted to be a significant increase in traffic movements during the construction period. Any short-term impacts on air quality during the construction period will be mitigated through the adoption of a Construction Traffic Management Plan (CTMP). It is anticipated that a final CTMP will be required by planning condition prior to the commencement of development.

The proposal is considered to positively contribute to the health and wellbeing of the Borough and therefore complies with Policies CS1,DM10, and the NPPF.

8.2.9 Landscape & Visual Impact

A Landscape and Visual Impact Assessment [LVIA] has been prepared and is contained in Appendix N of the ES. The report presents a thorough analysis of the potential landscape and visual impacts of this proposed scheme, as well as a full assessment of landscape impacts, mitigation and residual impacts.

The LVIA concludes, that with the mitigation proposed, the proposal is considered to be environmentally acceptable in terms of impacts to the landscape and visual environment, following delivery of the mitigation set out. The potential impacts during the construction stage include Landscape changes that would be generated by activities such as the operation of construction, plant, introduction of contractor's compounds, storage areas, security fencing and signage. Construction activities such as vegetation clearance, building of structures and earth movements, would result in a disruptive character to the local landscape during the works. Mitigation in the form of best practice, as set out in the outline CEMP would be implemented, such as the use of screening and keeping a tidy site. The potential operational stage impacts will lessen with time - the presence of the development would have by year 15 softened and almost amalgamated into the surrounding area. The design has been approached with understanding and sensitivity, and by Year 15 would not affect the character or sense of place. Throughout the ages historic areas have adapted to changing circumstances and will continue to do so.

The hard landscape materials and street furniture will be sympathetic to surrounding architecture, appropriate to their surroundings and historic context, including the Conservation Area and Listed Buildings. Materials, furniture, new planting and seeding will reinforce local character and create a sense of place while increasing the biodiversity of the local landscape. PRow, cycle routes and long-distance walking routes will be re-opened and provide the same access.

In this regard, taking into account the mitigation and enhancements discussed within the LVIA, the scheme accords with policies CS11, CS16, DM8, DM9 and the relevant paragraphs within the NPPF.

8.2.10 Noise

The NPPF, in paragraph 198, advises that development should mitigate and reduce to a minimum potential adverse impacts resulting from noise, and avoid noise giving rise to significant adverse impacts on health and the quality of life. The proposal will not increase noise and disturbance levels long term but, as with all construction projects, may lead to some short term noise, particularly given the close proximity of existing properties to the Scheme. Chapter 14 of the ES discusses this in detail and puts forward mitigation to minimise noise impacts and ensure there are no unacceptable impacts, including in relation to sensitive ecological receptors. An Outline CEMP is submitted with this application but it is anticipated that a condition requiring a final CEMP to be submitted and agreed prior to development commencing will be

imposed on any approval. The final CEMP would be drafted once a contractor is on board and the precise construction methods are known. It is also the intention to apply for a Section 61 Notice. With appropriate mitigation, including restricted working hours and the consideration of acoustic barriers, it is considered that the proposal complies with policy DM10 and the NPPF.

8.2.11 Flood risk

Please see the Flood Risk Statement in Section 7.0 this document. The proposal, for the Langstone FCERM Scheme is considered to comply with local plan policy CS15. It is also fully supported by the NPPF which highlights the importance of planning for resilience to climate change.

9. Marine Planning

9.1 Policy Context

9.1.1 Marine Policy Statement and Marine Plans

The Marine Policy Statement (MPS) is the framework for preparing Marine Plans and taking decisions affecting the marine environment. It provides the high level policy context within which national and sub-national Marine Plans are developed, implemented, monitored, amended and ensures appropriate consistency in marine planning across the UK marine area. The MPS also sets the direction for marine licensing and other relevant authorisation systems.

Marine Plans set out how the MPS is implemented in specific areas. They provide detailed policy and spatial guidance for an area and help ensure that decisions within a plan area contribute to delivery of UK, national and any area specific policy objectives.

The MPS and marine planning systems sit alongside and interact with existing planning regimes across the UK. These include town and country planning and other legislation, guidance and development plans in each Administration.

As the marine plan area boundaries will extend up to the level of mean high water spring tides while terrestrial planning boundaries generally extend to mean low water spring tides, the marine plan area will physically overlap with that of terrestrial plans. This overlap ensures that marine and land planning will address the whole of the marine and terrestrial environments respectively, and not be restricted by an artificial boundary at the coast. The geographic overlap between the Marine Plan and existing plans will help organisations to work effectively together and ensure that appropriate harmonisation of plans is achieved.

9.1.2 South Marine Plan

The South Marine Plan was adopted in July 2018. It will help to protect the marine environment and achieve sustainable economic growth, whilst respecting local communities. Policies are presented within an economic, social and environmental framework, helping to support the high level marine objectives set out in the Marine Policy Statement as well as other relevant government aspirations such as those set out in the 25 Year Environment Plan and Clean Growth Strategy and sustainable development of the marine area.

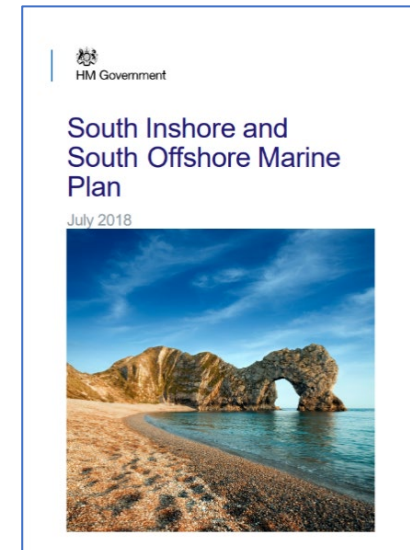


Figure 9.1: South Marine Plan

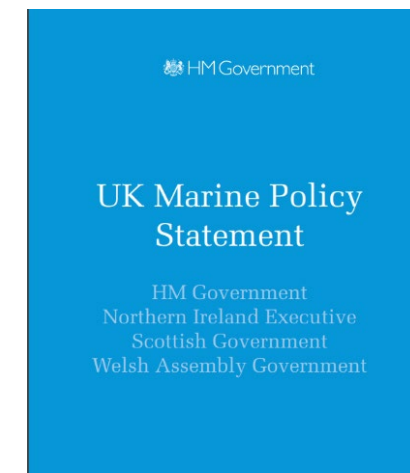


Figure 9.2: UK Marine Policy Statement

The Local Plan and the Revised National Planning Policy Framework are considered key material considerations in decision-making decision under Section 58(1) of the Marine and Coastal Access Act.

9.2 Discussion

This scheme is considered to comply with the policies set out in the South Marine Plan and the high level objectives within the Marine Policy Statement. See **Appendix B** of this document for a full assessment of policies within the South Marine Plan in relation to the Langstone FCERM.

10. Conclusion

The Langstone Coastal Scheme is a flood and coastal erosion risk management scheme (FCERM) to upgrade and improve the existing coastal defences in the village of Langstone, Havant. The Scheme seeks to protect the village of Langstone and the A3023 road link to Hayling Island, as well as significant numbers of people, properties, businesses, and other key assets from coastal flooding and erosion.

The scheme, as set out in the submitted plans and documents, minimises the impact on both the natural and historic environment, proposing significant mitigation against harm through the design, construction and operational stages. Where possible, it also takes the opportunities to enhance and improve the character and quality of the coastal area and the way it functions, as well as specific enhancements for ecology, biodiversity and the experience of footpath/cycleway users.

The proposed scheme is considered to meet the scheme objectives and demonstrates accordance with the relevant legislation and planning policy (both marine and terrestrial).

The proposal is economically, environmentally and socially sustainable, offering significant public benefits in terms of flood and coastal erosion protection. An appropriate assessment has concluded that the project will not adversely affect the integrity of a habitats site. Therefore, in accordance with the presumption in favour of sustainable development set out in paragraph 11 of the Revised NPPF, the proposal should be approved without delay.



Figure 10.1: Aerial photo of Langstone



Coastal Partners

LANGSTONE ISLAND FLOOD & COASTAL EROSION RISK MANAGEMENT SCHEME

Planning, Design and Access Statement

Appendix A - List of Submitted Plans and Documents

Appendix A (Updated January 2026) – Submitted plans and documents

Black = Original submission

Blue = Amended plan

Red = Plan withdrawn

Type	Frontage	Plan number/Name
Application forms		
	n/a	Application forms*
Plans		
General Arrangements	1A	LANG-ACM-ZZ-F1A-DR-ZZ-011101 Rev.C02
	2	LANG-ACM-ZZ-F2-DR-ZZ-011201 Rev.C03
	3	LANG-ACM-ZZ-F3-DR-ZZ-011301 Rev.C03
	4	LANG-ACM-ZZ-F4-DR-ZZ-011401 Rev.C02
	5	LANG-ACM-ZZ-F5-DR-ZZ-011501 Rev.C02
	ALL	LANG-ACM-ZZ-ZZ-DR-ZZ-011000 Rev.C02
Model Sections	1A	LANG-ACM-ZZ-F1A-DR-ZZ-031102 Rev.C01
	2	LANG-ACM-ZZ-F2-DR-ZZ-031202_Sheet 1 Rev.C02 LANG-ACM-ZZ-F2-DR-ZZ-031203_Sheet 2 Rev.C02
	3	LANG-ACM-ZZ-F3-DR-ZZ-031302_Sheet 1 Rev.C01 LANG-ACM-ZZ-F3-DR-ZZ-031303_Sheet 2 Rev.C01
	4	LANG-ACM-ZZ-F4-DR-ZZ-031402 Rev.C03
	5	LANG-ACM-ZZ-F5-DR-ZZ-031502_Sheet 1 Rev.C02 LANG-ACM-ZZ-F5-DR-ZZ-031503_Sheet 2 Rev.C02
Typical Sections	1A	LANG-ACM-ZZ-F1A-DR-ZZ-051103 Rev.C01
	2	LANG-ACM-ZZ-F2-DR-ZZ-051204_Sheet 1 Rev.C02 LANG-ACM-ZZ-F2-DR-ZZ-051205_Sheet 2 Rev.C02 LANG-ACM-ZZ-F2-DR-ZZ-051206_Sheet 3 Rev.C01
	3	LANG-ACM-ZZ-F3-DR-ZZ-051304_Sheet 1 Rev.C01 LANG-ACM-ZZ-F3-DR-ZZ-051305_Sheet 2 Rev.C01 LANG-ACM-ZZ-F3-DR-ZZ-051306_Sheet 3 Rev.C01
	4	LANG-ACM-ZZ-F4-DR-ZZ-051403_Sheet 1 Rev.C01 LANG-ACM-ZZ-F4-DR-ZZ-051404_Sheet 2 Rev.C01 LANG-ACM-ZZ-F4-DR-ZZ-051405_Sheet 3 Rev.C02 LANG-ACM-ZZ-F4-DR-ZZ-051406_Sheet 4 Rev.C02 LANG-ACM-ZZ-F4-DR-ZZ-051407_Sheet 5 Rev.C02 LANG-ACM-ZZ-F4-DR-ZZ-051408_Sheet 6 Rev.C02 LANG-ACM-ZZ-F4-DR-ZZ-051409_Sheet 7 Rev.C01 LANG-ACM-ZZ-F4-DR-ZZ-051410_Sheet 8 Rev.C02 LANG-ACM-UT-F4-DR-ZZ-051411_Sheet 9 Rev.C01
	5	LANG-ACM-ZZ-F5-DR-ZZ-051504_Sheet 1 Rev.C01 LANG-ACM-ZZ-F5-DR-ZZ-051505_Sheet 2 Rev.C02 LANG-ACM-ZZ-F5-DR-ZZ-051506_Sheet 3 Rev.C01
Site Clearance Plans	1A	LANG-ACM-SC-F1A-DR-ZZ-011030 Rev.C01
	2	LANG-ACM-SC-F2-DR-ZZ-011031 Rev.C02
	3	LANG-ACM-SC-F3-DR-ZZ-011032 Rev.C02
	4	LANG-ACM-SC-F4-DR-ZZ-011033 Rev.C04
	5	LANG-ACM-SC-F5-DR-ZZ-011034 Rev.C03
Landscape Layout Plans	1A	LANG-ACM-LS-F1A-DR-LA-011020 Rev.C02
	2	LANG-ACM-LS-F2-DR-LA-011021 Rev.C03
	3	LANG-ACM-LS-F3-DR-LA-011022 Rev.C02
	4	LANG-ACM-LS-F4-DR-LA-011023 Rev.C02
	5	LANG-ACM-LS-F5-DR-LA-011024 Rev.C01

Type	Frontage	Plan number/Name
	ALL	LANG-ACM-LS-ZZ-DR-LA-061028_Planting Schedule Rev.C02
Elevations	ALL	0001-Key Plan for Elevations_1of1 Rev.01
	2	0002-Elevation 1_Sheet 1of2 Rev.01
		0003-Elevation 1_Sheet 2of2 Rev.01
	3	0004-Elevation 2_Sheet 1of1 Rev.01
		0005 Elevation 3_Sheet 1of1 Rev.01
		0006 Elevation 4&5_Sheet 1of1 Rev.01
	4	0007 Elevation 6_Sheet 1of2 Rev.01
		0008 Elevation 6_Sheet 2of2 Rev.01
	5	0009 Elevation 7, 8 and 9_Sheet 1of1 Rev.01
		0010 Elevation 10&11_Sheet 1of1 Rev.01
		0011 Elevation 12&13_Sheet 1of1 Rev.01
Surface Water Drainage Plans	1A	LANG-ACM-SW-F1A-DR-ZZ-011040 Rev.C01
	2	LANG-ACM-SW-F2-DR-ZZ-011041 Rev.C02
		LANG-ACM-SW-F2-DR-ZZ-021042 Rev.C02
		LANG-ACM-SW-F2-DR-ZZ-021043 Rev.C01
	3	LANG-ACM-SW-F3-DR-ZZ-011045 Rev.C01
		LANG-ACM-SW-F3-DR-ZZ-021046 Rev.C01
	4	LANG-ACM-SW-F4-DR-ZZ-011049 Rev.C02
	5	LANG-ACM-SW-F5-DR-ZZ-011051 Rev.C01
		LANG-ACM-SW-F5-DR-ZZ-021052 Rev.C01
Surface Water Typical Details	2	LANG-ACM-SW-F2-DR-ZZ-051044 Rev.C01
	3	LANG-ACM-SW-F3-DR-ZZ-051048 Rev.C01
	4	LANG-ACM-SW-F4-DR-ZZ-021050 Rev.C01
	5	LANG-ACM-SW-F5-DR-ZZ-051054 Rev.C01
	n/a	LANG-ACM-SW-ZZ-DR-ZZ-051064 Rev.C01
Location Plan	ALL	LP1
Access and Compound Plan	ALL	AC1
Heritage and Archaeology GA Plan	ALL	LANG-ACM-ZZ-ZZ-DR-AG-011005 Rev.C02
Environmental Exclusion Plan	ALL	LANG-ACM-ZZ-ZZ-DR-EN-011004 Rev.C02
Other Detail Plans	n/a	LANG-ACM-FU-ZZ-DR-ZZ-051065_Handrails Rev.C01
		LANG-ACM-SL-F4-DR-ZZ-051412_Lamppost Rev.C01
		LANG-ACM-ZZ-ZZ-DR-ZZ-051060_Cladding Rev.C01
		LANG-ACM-ZZ-ZZ-DR-ZZ-051061_Coping Rev.C03
		LANG-ACM-ZZ-ZZ-DR-ZZ-051062_Joints Rev.C01
		LANG-ACM-ZZ-ZZ-DR-ZZ-051063_Sheet_piles Rev.C02
Services Plan	ALL	LANG-ACM-UT-ZZ-DR-UT-011002 Services Rev.C02
Flood Gate Plans	n/a	FC21584-FCI-XX-XX-DR-0201_1of3_ShipInn Rev.P01
		FC21584-FCI-XX-XX-DR-0201_2of3_ShipInn Rev.P01
		FC21584-FCI-XX-XX-DR-0201_3of3_ShipInn Rev.P01
		FC21584-FCI-XX-XX-DR-X-0101_1of2_WatchTower Rev.P01
		FC21584-FCI-XX-XX-DR-X-0101_2of2_WatchTower Rev.P01
		FC21584-FCI-XX-XX-DR-X-0203_1of3_GreenCottage Rev.P03
		FC21584-FCI-XX-XX-DR-X-0203_2of3_GreenCottage Rev.P03
		FC21584-FCI-XX-XX-DR-X-0203_3of3_GreenCottage Rev.P03

Type	Frontage	Plan number/Name
		FC21584-FCI-XX-XX-DR-0204_1of3_HighStPedestrian Rev.P01
		FC21584-FCI-XX-XX-DR-0204_2of3_HighStPedestrian Rev.P01
		FC21584-FCI-XX-XX-DR-0204_3of3_HighStPedestrian Rev.P01
		FC21584-FCI-XX-XX-DR-0205_1of4_HighStVehicle Rev.P01
		FC21584-FCI-XX-XX-DR-0205_2of4_HighStVehicle Rev.P01
		FC21584-FCI-XX-XX-DR-0205_3of4_HighStVehicle Rev.P01
		FC21584-FCI-XX-XX-DR-0205_4of4_HighStVehicle Rev.P01
		FC21584-FCI-XX-XX-DR-X-0102_1of2_RoyalOak Rev.P02
		FC21584-FCI-XX-XX-DR-X-0102_2of2_RoyalOak Rev.P02
		FC21584-FCI-XX-XX-DR-0707_1of3_Allotment Rev.P01
		FC21584-FCI-XX-XX-DR-0707_2of3_Allotment Rev.P01
		FC21584-FCI-XX-XX-DR-0707_3of3_Allotment Rev.P01
		FC21584-FCI-XX-XX-DR-0208_1of3_No21HighStreet Rev.P02
		FC21584-FCI-XX-XX-DR-0208_2of3_No21HighStreet Rev.P02
		FC21584-FCI-XX-XX-DR-0208_3of3_No21HighStreet Rev.P02
		FC21584-FCI-XX-XX-DR-X-0301_1of4_FloodGlassRoyalOak Rev.P03
Tree Protection Plans		FC21584-FCI-XX-XX-DR-X-0301_2of4_FloodGlassRoyalOak Rev.P03
		FC21584-FCI-XX-XX-DR-X-0301_3of4_FloodGlassRoyalOak Rev.P03
		FC21584-FCI-XX-XX-DR-X-0301_4of4_FloodGlassRoyalOak Rev.P03
		FC21584-FCI-XX-XX-DR-X-0302_1of4_FloodGlassShipInn Rev.P01
		FC21584-FCI-XX-XX-DR-X-0302_2of4_FloodGlassShipInn Rev.P01
		FC21584-FCI-XX-XX-DR-X-0302_3of4_FloodGlassShipInn Rev.P01
		FC21584-FCI-XX-XX-DR-X-0302_4of4_FloodGlassShipInn Rev.P01
		LANG-ACM-TPP-F1A-DR-ZZ-100001 Rev.C01
		LANG-ACM-TPP-F2-DR-ZZ-100002 Rev.C01
		LANG-ACM-TPP-F3-DR-ZZ-100003 Rev.C01
Highway Plans		LANG-ACM-TPP-F4-DR-ZZ-100004 Rev.C01
		LANG-ACM-TPP-F5-DR-ZZ-100005 Rev.C01
		LANG-ACM-TPP-F5-DR-ZZ-100006 Rev.C01
		LANG-ACM-TPP-F5-DR-ZZ-100007 Rev.C01
		LANG-ACM-TPP-F5-DR-ZZ-100008 Rev.C01
		LANG-ACM-TPP-F1A-DR-ZZ-100009 Rev.C02
		~~HBC 2024_22_PL_00012_Compound_Access_GA Rev.B~~
		~~HBC 2024_22_PL_00012_Compound_Access_Aerial Rev.B~~
		~~HBC 2024_22_PL_1201_Compound_Access_Cycle_Signage Rev.A~~
		02001_compound_access_clearance1
		02002_compound_access_clearance2
		09002 RevA_single leaf_gates_and_location
		09003 RevB_Ship_Inn_Visibility_Splays
		09004_Billy_Trail_Temp_Diversion
		09005_Langstone_Avenue_Turning_Head
		09006_langstone_avenue_turninghead
		09007 Rev A_ship_inn_pedestrian_ramp
		11001 RevA_Compound_Access_GA
		11002_compound_access_footway_kerb
		12001 RevA_Compound_Access_Cycle_Signage
		Footpath_Temporary_Diversion_Plan_FD1 Rev.A
		PRow_Plan_RW1 Rev.A
		Stopping_Diversion_Plan_Frontage 2_FD2

Type	Frontage	Plan number/Name
		Stopping_Diversion_Plan_Frontage 4_FD3
Highway Boundary Plans - GAs	1A	LANG-ACM-ZZ-F1A-DR-ZZ-011101-H01
	2	LANG-ACM-ZZ-F2-DR-ZZ-011201-H01
	3	LANG-ACM-ZZ-F3-DR-ZZ-011301-H01
	4	LANG-ACM-ZZ-F4-DR-ZZ-011401-H01
Highway Boundary Plans - Landscaping	1A	LANG-ACM-LS-F1A-DR-LA-011020-H01
	2	LANG-ACM-LS-F2-DR-LA-011021-H01
	3	LANG-ACM-LS-F3-DR-LA-011022-H01
	4	LANG-ACM-LS-F4-DR-LA-011023-H01
Highway Boundary Plans – Site Clearance	1A	LANG-ACM-SC-F1A-DR-ZZ-011030-H01
	2	LANG-ACM-SC-F2-DR-ZZ-011031-H01
	3	LANG-ACM-SC-F3-DR-ZZ-011032-H01
	4	LANG-ACM-SC-F4-DR-ZZ-011033-H01

Environmental Statement - Chapters

- [ES Non-Technical Summary](#)
- ES – Chapter 1 – Introduction
- ES – Chapter 2 – Strategic Background
- [ES – Chapter 3 – Proposed Scheme](#)
- ES – Chapter 4 – Consideration of Alternatives
- ES – Chapter 5 – Consultation
- [ES – Chapter 6 – Legislative Framework](#)
- ES – Chapter 7 – Designated Sites
- [ES – Chapter 8 – Marine Ecology](#)
- ES – Chapter 9 – Terrestrial Ecology
- ES – Chapter 10 – Ornithology
- ES – Chapter 11 – Historic Environment and Archaeology
- ES – Chapter 12 – Landscape, Seascape and Visual Impacts
- [ES – Chapter 13 – Traffic and Access](#)
- ES – Chapter 14 – Noise and Vibration
- [ES – Chapter 15 – Amenity, Recreation and Socio-Economics](#)
- [ES – Chapter 16 – Cumulative Impacts](#)
- [ES – Chapter 17 – Conclusions](#)

Environmental Statement – Appendices

- ES – Appendix A1 – EIA Scoping Opinion – LPA
- ES – Appendix A2 – EIA Scoping Opinion – MMO
- ES – Appendix A3 – EIA Scoping Opinion – MMO Clarifications Letter
- ES – Appendix B – Langstone FCERM Scheme Environmental Scoping Report
- ES – Appendix C – Information for Habitats Regulations Assessment (HRA)
- ES – Appendix D – Water Framework Directive Assessment (WFDA)
- ES – Appendix E1 – Biodiversity Net Gain (BNG) Statement
- ES – Appendix E2 – BNG Metric Tool
- ES – Appendix F – Materials Report
- ES – Appendix G – Drainage Strategy
- ES – Appendix H1 – Outline Design and Criteria Decision Report
- ES – Appendix H2 – Natural England (NE) briefing note – Review and Refinement of Outline Design Options
- ES – Appendix I – Statement of Community Involvement (SCI)
- ES – Appendix J1 – Langstone Coastal Processes Study

- ES – Appendix J2 – Technical Note on Extreme Water Levels and Sea Level Rise
- ES – Appendix J3 – Modelling Narrative Report
- ES – Appendix J4 – Hydrodynamic Modelling Report
- ES – Appendix J5 – Langstone Overtopping Report
- ES – Appendix K – Langstone Ground Investigation Report
 - Appendix K_GI_Part1_Main_Report
 - Appendix K_GI_Part2_AppendixA
 - Appendix K_GI_Part3_AppendixBi
 - Appendix K_GI_Part3_AppendixBii
 - Appendix K_GI_Part4_AppendixCi
 - Appendix K_GI_Part4_AppendixCii
 - Appendix K_GI_Part5_AppendicesD-H
- ES – Appendix L1 – Langstone Preliminary Ecological Appraisal
- ES – Appendix L2 – Intertidal Habitat Survey Report
- ES – Appendix L3 – Botanical Survey Report
- ES – Appendix L4 – Langstone Preliminary Ground Level Bat Roost Assessment (Trees) Report
- ES – Appendix L5 – Langstone Badger Survey Report
- ES – Appendix L6 – Langstone Great Crested Newt Survey Report
- ES – Appendix L7 – Langstone Reptile Survey Report
- ES – Appendix L8 – Arboricultural Survey and Method Statement
- ES – Appendix L9 – Langstone Breeding Bird Survey Report
- ES – Appendix M1 – Cultural Heritage Desk Based Assessment
- ES – Appendix M2 – Heritage Statement
- ES – Appendix N – Landscape and Visual Impact Assessment (LVIA)
- ES – Appendix O – Noise Survey and Impact Assessment Report

Other Documents

- [Planning, Design and Access Statement \(~~Feb, 2025~~\) \(Jan 2026\)](#)
- Flood Gate Schedule (AECOM, 000112, Jan 2025)
- [Outline Construction Environmental Management Plan \(CEMP\)](#)
- [Outline Construction Traffic Management Plan \(CTMP\)*](#)
- [Outline Traffic Management Plan \(TMP\)*](#)
- Copy of Notice 1*
- Copy of newspaper advert*
- Biodiversity Checklist

* = Not submitted for Marine Licence application



Coastal Partners

LANGSTONE ISLAND FLOOD & COASTAL EROSION RISK MANAGEMENT SCHEME

Planning, Design and Access Statement

Appendix B - Table of Marine Plan policies

Appendix B: Assessment of policies within the South Marine Plan in relation to the Langstone scheme

Policy	Policy Description	Applicable to the Langstone scheme?	Further information available in the EIA
Objective 1: To encourage effective use of space to support existing, and future sustainable economic activity through co-existence, mitigation of conflicts and minimisation of development footprints.			
S-CO-1	Proposals will minimise their use of space and consider opportunities for co-existence with other activities	Yes – The Langstone scheme makes appropriate use of space, with the encroachment footprint kept as minimal as possible whilst still upgrading footpaths. The scheme does not affect existing activities that already co-exist including businesses and recreational activities. The scheme will ensure such activities can continue from providing protection from flooding.	Additional information is available in Chapter 3 (Proposed Scheme) Chapter 15 (Amenity and Recreation) and Chapter 16 (Cumulative Impacts).
S-DEF-1	Proposals in or affecting Ministry of Defence Areas should only be authorised with agreement from the Ministry of Defence	No – The Langstone scheme is not located within an MoD area and involves no vessels that could transect and affect Ministry of Defence Areas	N/A
S-OG-1	Proposals in areas where a licence for oil and gas has been granted or formally applied for should not be authorised unless it is demonstrated that the other development or activity is compatible with the oil and gas activity.	No – The Langstone scheme is not located in an area where a licence for oil and gas has been granted or formally applied for.	N/A
S-TIDE-1	Proposals in areas under seabed agreement for tidal energy generation should demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.	No – The Langstone Scheme is not in an area under seabed agreement for tidal generation.	N/A

Policy	Policy Description	Applicable to the Langstone scheme?	Further information available in the EIA
S-PS-1	Proposals that may have a significant impact upon current activity and future opportunity for expansion of port and harbour activities should demonstrate that they will, in order of preference: a) avoid b) minimize c) mitigate significant adverse impacts upon port and harbour activity, or d) if it is not possible to mitigate the significant adverse impacts, proposals should state the case for proceeding.	No –The Langstone scheme is located within Chichester Harbour Conservancy Statutory Harbour Authority boundary however the works are not close to any ports and will not involve vessels and therefore will not have a significant impact upon current activity and future opportunity for expansion of port and harbour activities.	Impacts on navigation was scoped out in section 4.10.2 of the EIA scoping report.
S-AGG-1	Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised, unless it is demonstrated that the other development or activity is compatible with aggregate extraction.	No – The Langstone scheme does not fall within an area where a licence for extraction of aggregates has been granted or formally applied for. The nearest are over 10 miles away near the Isle of Wight.	N/A
S-AGG-2	Proposals within an area subject to an Exploration and Option Agreement with The Crown Estate should not be supported unless it is demonstrated that the other development or activity is compatible with aggregate extraction.	No – The Langstone scheme does not fall within an area subject to an Exploration and Option Agreement Licence with The Crown Estate.	N/A
S-AGG-3	Proposals in areas where high potential aggregate resource occurs should demonstrate that they will, in order of preference: a) avoid b) minimise;	No – The Langstone scheme does not fall within an area where high potential aggregate resource occurs.	N/A

Policy	Policy Description	Applicable to the Langstone scheme?	Further information available in the EIA
	c) mitigate significant adverse impacts on aggregate extraction. d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding	We are not working in an area of extraction that would impede future operations to extract aggregate resource.	
S-DD-1	Proposals within or adjacent to licensed dredging and disposal areas should demonstrate that they will, in order of preference; a) avoid b) minimise c) mitigate significant adverse impacts on licensed dredging and disposal areas d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding	No – The Langstone scheme does not involve vessels and is not located within or adjacent to any currently permitted licensed dredging or disposal areas.	N/A
S-AQ-1	Proposals for sustainable aquaculture in identified areas of potential sustainable aquaculture production will be supported. Proposals in existing or within potential sustainable aquaculture production areas must demonstrate consideration of and compatibility with sustainable aquaculture production. Where compatibility is not possible, proposals must demonstrate that they will, in order of preference: a) Avoid b) Minimise c) mitigate significant adverse impacts on	No – The scheme does not overlap with sustainable aquaculture production.	Additional information is available in the Water Framework Directive Assessment Appendix B

Policy	Policy Description	Applicable to the Langstone scheme?	Further information available in the EIA
	sustainable aquaculture d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.		
Objective 2: To manage existing, and aid the provision of new, infrastructure supporting marine and terrestrial activity.			
S-INF-1	Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported.	Yes – The Langstone scheme includes improvements to the condition of public slipways.	Additional information is available in Chapter 3 (Proposed Scheme)
S-PS-2	Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance must not be authorised within International Maritime Organization routing systems unless there are exceptional circumstances.	No – there is no static sea surface infrastructure proposed as part of the Langstone scheme.	N/A
S-PS-3	Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance which encroach upon high density navigation routes, or that pose a risk to the viability of passenger ferry services, must not be authorised unless there are exceptional circumstances.	No – there is no static sea surface infrastructure proposed as part of the Langstone scheme.	N/A
S-CAB-1	Preference should be given to proposals for cable installation where the method of installation is burial. Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the applicant. Where burial or protection measures are not appropriate, proposals should state the case for proceeding without those measures.	No – There are no proposals for subsea cable installation as part of the Langstone scheme.	N/A

Policy	Policy Description	Applicable to the Langstone scheme?	Further information available in the EIA
S-CAB-2	Proposals that have a significant adverse impact on new and existing landfall sites for subsea cables (telecoms, power and interconnectors) should demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate significant adverse impacts on new and existing landfall sites d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding	No – The proposed scheme does not overlap with any new and existing landfall sites for subsea cables.	N/A
S-AQ-2	Proposals that enable the provision of infrastructure for sustainable fisheries and aquaculture and related industries will be supported.	No – The Langstone scheme will not enable the provision of infrastructure for sustainable fisheries and aquaculture.	N/A
Objective 3: To support diversification of activities which improve socio-economic conditions in coastal communities.			
S-REN-1	Proposals that support the development of supply chains associated with the deployment of renewable energy will be supported.	No – The Langstone scheme does not support the development of supply chains associated with the deployment of renewable energy.	N/A
S-AGG-4	Where proposals require marine aggregates as part of their construction, preference should be given to using marine aggregates sourced from the South Marine Plan area. If this is not appropriate, proposals should state why.	Yes – If aggregates are required (i.e. for the haulage routes) preference will be given to using marine aggregates sourced from the South Marine Plan area	N/A
S-FISH-1	Proposals that support the diversification of a sustainable fishing industry and or enhance fishing industry resilience to the effects of climate change should be supported.	No – The Langstone scheme does not support the diversification of a sustainable fishing industry and / or enhance fishing industry resilience to the effects of climate change.	N/A

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S-TR-1	Proposals supporting, promoting or facilitating tourism and recreation activities, particularly where this creates additional utilisation of related facilities beyond typical usage patterns, should be supported.	Yes – The Langstone scheme will result in a new coastal defences that provides a present-day Standard of Protection (SoP) of 0.5% Annual Exceedance Probability (AEP) (1:200-year event). The scheme will therefore also help support and facilitate tourism and recreation activities such as by protecting and enhancing footpaths and cycleways.	Additional information is available in Chapter 15 (Amenity and Recreation)
Objective 4: To support marine activities that increase or enhance employment opportunities at all skills levels among the workforce of coastal communities, particularly where they support existing or developing industries within the south marine plan areas.			
S-EMP-1	Proposals that develop skills related to marine activities, particularly in line with local skills strategies, will be supported.	Yes – The Langstone scheme will employ and support the local workforce where possible.	N/A
S-EMP-2	Proposals resulting in a net increase to marine related employment will be supported, particularly where they are in line with the skills available in and adjacent to the south marine plan areas.	Yes – The Langstone scheme will employ and support the local workforce where possible.	N/A
Objective 5: To avoid, minimise, mitigate displacement of marine activities, particularly where of importance to adjacent coastal communities, and where this is not practical to make sure significant adverse impacts on social benefits are avoided.			
S-CO-1	Proposals will minimise their use of space and consider opportunities for co-existence with other activities	Yes – The Langstone scheme makes appropriate use of space, with the footprint kept as minimal as possible. The scheme does not affect existing activities that already co-exist.	N/A
S-TR-2	Proposals that enhance or promote tourism and recreation activities will be supported. Proposals for development must demonstrate that they will, in order of preference:	Yes – The Langstone scheme will result in a new coastal defences that protects current tourism and recreation activities from flooding and enhances the current footpath and cycleway provision by improving surfaces and increasing	N/A

Policy	Policy Description	Applicable to the Langstone scheme?	Further information available in the EIA
	a) avoid b) minimise c) mitigate significant adverse impacts on tourism and recreation activities .	the widths. The scheme will therefore also help provide a platform for potential future enhancements to facilitate tourism and recreation activities.	
S-FISH-2	Proposals that may have significant adverse impacts on access to, or within, sustainable fishing or aquaculture sites must demonstrate that they will, in order of preference: a) Avoid b) Minimise c) mitigate significant adverse impacts d) If it is not possible to mitigate the significant adverse impacts, proposals should state the case for proceeding	Yes – There is the potential for limited temporary disturbance to anglers fishing in the immediate vicinity of the Ship Inn pub during construction however, there are alternative areas adjacent which can use be used as an alternative. There will be no significant adverse impacts on access to or within sustainable fishing or aquaculture sites.	N/A
S-FISH-3	Proposals that enhance access to, or within sustainable fishing or aquaculture sites should be supported.	No – The Langstone scheme does not enhance access to, or within sustainable fishing or aquaculture sites. Existing access to be maintained.	N/A
Objective 6: To maintain and enhance inclusive public access to, and within, the south marine plan areas appropriate to its setting.			
S-ACC-1	Proposals, including in relation to tourism and recreation, should demonstrate that they will in order of preference: a) avoid b) minimize c) mitigate significant adverse impacts on public access	Yes – The Langstone scheme will enhance existing tourist and recreational facilities through the provision of protection from flooding and the resurfacing and widening of footpaths and cycleways.	Additional information is available in Chapter 3 (Proposed Scheme) and Chapter 15 (Amenity and Recreation)
S-ACC-2	Proposals demonstrating enhanced public access to and within the marine area will be	Yes – The Langstone scheme will maintain existing public access to recreation and tourism	Additional information is available in Chapter 3 (Proposed Scheme)

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	supported.	activities through the protection of the road and tourism and recreation facilities.	
Objective 7: To support the reduction of the environmental, social and economic impacts of climate change, through encouraging the implementation of mitigation and adaptation measures that: • avoid proposals' indirect contributions to greenhouse gas emissions • reduce vulnerability • improve resilience to climate and coastal change • consider habitats that provide related ecosystem services			
S-CC-1	Proposals must consider their contribution to greenhouse gas emissions arising from unintended consequences on other activities. Where such consequences are likely to result in increased greenhouse gas emissions, proposals should demonstrate in order of preference: - avoid - minimize - mitigate unintended consequences on other activities.	Yes – Some GHGs will be emitted from plant and machinery used during construction, as well as from the delivery of materials to site. There are also emissions associated with the production of materials to be used for the Scheme. The Environment Agency carbon planning tool 'ERIC' will be used to provide a mechanism for assessing carbon over the whole life of the Scheme. Furthermore, there are few alternatives to construction materials as they are required to have a high durability to withstand conditions in the marine environment, and other buildability restrictions. Measures will be undertaken to minimise GHG emissions where possible (e.g. switching off idling equipment, sourcing materials locally).	The reduction of greenhouse gases will be a key requirement that will be carried through into the construction phase of the scheme.
S-CC-2	Proposals should demonstrate for the lifetime of the proposal that: - they are resilient to the effects of climate change - they will not have a significant adverse impact upon climate change adaptation measures elsewhere.	Yes – The defence height of the Langstone scheme takes into consideration climate change to ensure continued flood protection. This scheme has been designed to ensure no impacts on adjacent areas and the potential for climate change adaptation measures elsewhere.	Additional information is available in Chapter 3 (Proposed Scheme)

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	In respect of 2) proposals should demonstrate that they will, in order of preference: a) avoid b) minimize c) mitigate the significant adverse impacts upon these climate change adaptation measures.		
S-CC-3	Proposals in and adjacent to the south marine plan areas that are likely to have a significant adverse impact on coastal change should not be supported.	No – The Langstone scheme will not result in a significant adverse impact on coastal change. The Hold The Line Policy has been rigorously assessed and adopted at Shoreline Management Plan and Strategic level, which this proposal delivers.	Additional information is available in Chapter 2 (Strategic Background)
S-CC-4	Proposals that may have a significant adverse impact on habitats that provide a flood defence or carbon sequestration ecosystem service must demonstrate that they will, in order of preference: a) avoid b) minimize c) mitigate significant adverse impacts.	Yes – The proposed Langstone scheme will continue to cause coastal squeeze and associated loss of intertidal habitats over the lifetime of the scheme. This has, however, been fully assessed and compensated for eg via the Regional Habitat Creation Programme. Encroachment of the new defences has been minimised as far as technically feasible.	This is set out in detail in the Information for HRA (Appendix C) and Chapter 4 (Consideration of Alternatives)
Objective 8: To identify and conserve heritage assets that are significant to the historic environment of the south marine plan areas.			
S-HER-1	Proposals that may compromise or harm elements contributing to the significance of heritage assets should demonstrate, that they will, in order of preference: a) Avoid b) Minimize c) mitigate compromise or harm. If it is not	Yes – Three conservation areas are located within and adjacent to the Scheme boundary and seven grade II listed buildings. A number of assessments have been undertaken and completed including a Cultural Heritage Desk based Assessment, Heritage Statement and Archaeological Watching Brief (from ground	Additional information is available in Chapter 11 (Historic Environment and Archaeology)

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	possible to mitigate, the public benefits for proceeding with the proposal must outweigh the compromise or harm to the heritage asset.	investigations). An Archaeological Mitigation Strategy will be in place and no significant impacts are anticipated on heritage assets overlapping with the proposed works.	
Objective 9: To consider the seascape and its constituent marine character and visual resource and the landscape of the south marine plan areas.			
S-SCP-1	Proposals that may have a significant adverse impact upon the seascape of an area should only be supported if they demonstrate that they will, in order of preference: a) avoid b) minimise c) mitigate significant adverse impacts upon the seascape of an area d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding	Yes – The Langstone scheme requires the levels of existing coastal defences to be raised and will replace current defences that are a state of disrepair. The scheme has been designed to be sensitive to the surrounding seascape including landscaping and planting as a key element of the proposal to reduce seascape impacts as far as technically feasible.	Additional information is available in Chapter 12 (Landscape and Seascape) and supporting documents in Appendix N
Objective 10: To support marine protected area objectives and a well-managed ecologically coherent network with enhanced resilience and capability to adapt to change.			
S-MPA-1	Proposals that support the objectives of marine protected areas and the ecological coherence of the marine protected area network will be supported. Proposals that may have adverse impacts on the objectives of marine protected areas and the ecological coherence of the marine protected area network must demonstrate that they will, in order of preference: a) avoid,	Yes – The Langstone scheme overlaps with the Solent Maritime SAC and Chichester and Langstone Harbours SPA. A detailed assessment inducing specific mitigation has been undertaken prevent adverse impacts on the objectives of marine protected areas and the ecological coherence of the marine protected area network.	Additional information is available in Chapter 8 (Environmental Designations, Chapter 9 (Ecology) and Appendix C (Information for HRA)

Policy	Policy Description	Applicable to the Langstone scheme?	Further information available in the EIA
	b) minimise, c) mitigate adverse impacts, with due regard given to statutory advice on an ecologically coherent network.		
S-MPA-2	Proposals that enhance a marine protected area's ability to adapt to climate change and so enhance the resilience of the marine protected area network will be supported. Proposals that may have adverse impacts on an individual marine protected area's ability to adapt to the effects of climate change and so reduce the resilience of the marine protected area network, must demonstrate that they will, in order of preference: a) avoid b) minimize c) mitigate adverse impacts.	Yes - The proposed design for the Langstone scheme takes into consideration climate change and sea level rise over the next 100 years. The proposals maintain the adopted 'Hold the Line' policy, as detailed within the North Solent SMP and PICSS. Intertidal habitats that will be lost due to coastal squeeze are being compensated by the RHCP, which will involve the creation of new habitats that are resilient to climate change and maintain the coherence of the Marine Protected Area network.	Additional information is available in Chapter 8 (Environmental Designations), Chapter 9 (Marine Ecology) and Appendix C (Information for HRA)
S-MPA-3	Where statutory advice states that a marine protected area site condition is deteriorating, or that features are moving or changing due to climate change, a suitable boundary change to ensure continued protection of the site and coherence of the overall network should be considered.	No – the Langstone scheme is not considering a marine protected area boundary change is necessary.	N/A
S-MPA-4	Until the ecological coherence of the marine protected area network is confirmed, proposals should demonstrate that they will, in order of preference: a) avoid	Yes - The Langstone scheme overlaps with the Solent Maritime SAC and Chichester and Langstone Harbours SPA. The scheme has been designed to minimise any encroachment	Additional information is available in Chapter 8 (Environmental Designations), Chapter 9 (Marine Ecology) and Appendix C (Information for HRA)

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	b) minimise c) mitigate adverse impacts on features that may be required to complete the network d) if it is not possible to mitigate adverse impacts, proposals should state the case for proceeding.	A detailed assessment including specific mitigation has been undertaken prevent adverse impacts on the objectives of marine protected areas and the ecological coherence of the marine protected area network.	
Objective 11: To complement and contribute to the achievement or maintenance of Good Ecological Status or Potential under the Water Framework Directive and Good Environmental Status under the Marine Strategy Framework Directive, with respect to descriptors for marine litter, non-indigenous species and underwater noise.			
S-NIS-1	Proposals must put in place appropriate measures to avoid or minimise significant adverse impacts on the marine area that would arise through the introduction and transport of non-indigenous species, particularly when: 1. Moving equipment, boats or live stock (for example fish and shellfish) from one water body to another; 2. Introducing structures suitable for settlement of non-indigenous species, or the spread of invasive non-indigenous species known to exist in the area.	Yes – The detailed design and selection of materials for the proposed Scheme has taken into consideration potential effects on the spread of INNS as well as measures to improve biodiversity where possible, such as using a mixture of material types. A biosecurity plan will be prepared within the CEMP for the proposed works.	Additional information is available in Chapter 8 (Marine Ecology)
S-ML-1	Public authorities should ensure adequate provision for and removal of beach and marine litter on amenity beaches.	Yes – This policy is met via the broader outcomes and placemaking aspects of the Langstone scheme (litter bins along the frontage etc).	N/A
S-ML-2	The introduction of litter as a result of proposals should be avoided or minimised where practicable and activities that help	Yes – The Langstone scheme will not introduce litter to the area as part of the construction activities. Litter will be actively collect and	N/A

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	reduce marine litter will be supported.	remove existing foreshore debris.	
S-UWN-1	Proposals generating impulsive sound, must contribute data to the UK Marine Noise Registry as per any currently agreed requirements. Public authorities must take account of any currently agreed targets under the UK Marine Strategy part one descriptor 11.	Yes – This is applicable to the Langstone scheme given the potential generation of sound and/or ambient noise during construction activities, particularly marine piling. However, percussive piling works will only be undertaken in the dry where possible to avoid transmission of impulsive noise into the water column.	Additional information is available in Chapter 9 (Ecology), Chapter 14 (Noise and Vibration), Appendix C (Information for HRA) and Appendix B (WFD assessment).
S-UWN-2	Proposals that generate impulsive sound and/or ambient noise must demonstrate that they will, in order of preference: a) Avoid b) Minimise c) mitigate significant adverse impacts on highly mobile species d) if it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.	Yes – The potential for noise and vibration Appropriate mitigation measures have been assessed in detail identified to mitigate any potential impacts to migratory and spawning fish and marine mammals resulting from piling activities. Installation of piles will be undertaken in the dry using vibro piling techniques as standard. Percussive piling will only be used when necessary to achieve the required design depth. If percussive piling is required, a soft start procedure will be implemented for a minimum of 20 minutes. Should piling cease for a period greater than 10 minutes, then the soft start procedure will be repeated.	Additional information is available in Chapter 9 (Marine Ecology), Chapter 14 (Noise and Vibration), Appendix C (Information for HRA) and Appendix B (WFD assessment).
S-WQ-1	Proposals that may have significant adverse impacts upon water environment, including upon habitats and species that can be of benefit to water quality must demonstrate that they will, in order of preference: a) avoid b) minimize c) mitigate significant adverse impacts	Yes – The Langstone scheme will not have significant adverse impacts upon the water environment and associated habitats and species. Specific mitigation has been identified to avoid impacts on water quality (e.g. use of a silt curtain).	Additional information is available in Appendix B (WFD Assessment).

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S-WQ-2	Activities that can deliver an improvement to water environment or enhance habitats and species which can be of benefit to water quality should be supported.	Yes – Environmental enhancements have been included in the design where possible including bee posts and vertipools.	Additional information is available in Appendix B (WFD Assessment), Chapter 3 (Proposed Scheme).
Objective 12: To safeguard space for, and improve the quality of, the natural marine environment, including to enable continued provision of ecosystem goods and services, particularly in relation to coastal and seabed habitats, fisheries and cumulative impacts on highly mobile species.			
S-BIO-1	Proposals that may have significant adverse impacts on natural habitat and species adaptation, migration and connectivity must demonstrate that they will, in order of preference: a) avoid b) minimize c) mitigate significant adverse impacts	Yes –Piling during construction has the potential to impact natural habitats and species adaptation, migration and connectivity, however appropriate mitigation measures have been put in place. Specifically installation of piles will be undertaken in the dry be undertaken using vibro piling techniques as standard. Percussive piling will only be used when necessary to achieve the required design depth. If percussive piling is required, a soft start procedure will be implemented for a minimum of 20 minutes. Should piling cease for a period greater than 10 minutes, then the soft start procedure will be repeated.	Additional information is available in Chapter 9 (Marine Ecology)
S-BIO-2	Proposals that incorporate features that enhance or facilitate natural habitat and species adaptation, migration and connectivity will be supported.	Yes – The Langstone scheme will incorporate features that enhance or facilitate natural habitat and species adaptation where possible. Bee posts and vertipools have been included as an enhancement within the scheme design.	N/A

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S-BIO3	Proposals that enhance coastal habitats where important in their own right and/or for ecosystem functioning and provision of goods and services will be supported. Proposals must take account of the space requirement for coastal habitats where important and/or for ecosystem functioning and provision of goods and services and demonstrate that they will, in order of preference: a) avoid b) minimize c) mitigate for net loss of coastal habitat	Yes - Funding is being sought for research projects such as a trial study at Langstone for enhancing saltmarsh.	N/A
S-BIO-4	Proposals that enhance the distribution and net extent of priority habitats should be supported. Proposals must demonstrate that they will avoid reducing the distribution and net extent of priority habitats.	Yes – A Biodiversity Net Gain Plan has been Produced showing the enhanced distribution and net extent of priority habitats as a result of the scheme.	Additional information is available in Chapter 9 (Ecology)
S-DIST-1	Proposals, including in relation to tourism and recreational activities, within and adjacent to the south plan areas must demonstrate that they will in order of preference: a) avoid b) minimize c) mitigated significant cumulative adverse physical disturbance or displacement impacts on highly mobile species.	Yes – Appropriate mitigation measures have been identified to mitigate any potential impacts resulting from piling activities. The proposed scheme will not cause any obstruction to local bird movements between marine feeding and landward roosting/nesting areas.	Additional information is available in Chapter 9 (Ecology)

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S-FISH-4	Proposals must demonstrate that they will, in order of preference: a) avoid b) minimize c) mitigate significant adverse impact on essential fish habitat, including, spawning, nursery, feeding grounds and migration routes.	Yes – The Langstone scheme is adjacent to fish spawning, nursery and feeding grounds. The scheme will not result in a loss of any of these habitats. Mitigation has been included to reduce potential noise impacts to fish from piling activities. Specifically installation of piles will be undertaken in the dry be undertaken using vibro piling techniques as standard. Percussive piling will only be used when necessary to achieve the required design depth. If percussive piling is required, a soft start procedure will be implemented for a minimum of 20 minutes. Should piling cease for a period greater than 10 minutes, then the soft start procedure will be repeated.	Additional information is available in Chapter 9 (Marine Ecology) and Appendix B (WFD Assessment).
S-FISH-4- HER	Proposals will consider herring spawning mitigation in the area highlighted on figure 25 (in the technical annex) during the period 01 November to the last day of February annually.	No – The Langstone scheme is not located within an area of herring spawning.	N/A
S-DD-2	Proposals must identify, where possible, alternative opportunities to minimize the use of dredged waste disposal sites by pursuing re-use opportunities through matching of spoil to suitable sites.	No – No dredged material is anticipated to be required for the Langstone scheme and none is required to be disposed of.	N/A