



**TOWN & COUNTRY PLANNING (ENVIRONMENTAL IMPACT
ASSESSMENT) REGULATIONS 2017**

‘SCREENING OPINION’ (REG: 5 & 7) (AS AMENDED)

Proposal To bridge a failed section of sea wall near Langstone
at: Langstone 56 Path Improvements

County Council Ref: SCR/2026/0113

Received 24 February 2026

Refer to footnote

Is the development listed in Schedule 1?

No

Is the development listed in Schedule 2?

Yes

10. INFRASTRUCTURE PROJECTS

Development type

Schedule 2 criteria and thresholds

(f) Construction of roads (unless
included in Schedule 1);

The area of the works exceeds 1
hectare.

The proposed project would be below the 1 hectare threshold.

Sensitive areas

The development is completely or partly within the following ‘sensitive area/s’ as defined in [Regulation 2\(1\)](#) of Town & Country Planning (Environmental Impact Assessment) Regulations 2017:

- *Chichester Harbour National Landscape (formerly Areas of Outstanding Natural Beauty);*

The development therefore requires an Environmental Impact Assessment (EIA) screening.

Indicative thresholds

The Planning Practice Guidance (PPG) ‘Environmental Impact Assessment’ (paragraph 058, Reference ID: 4-058-20150326) advises on following indicative criteria and thresholds, and the types of impact that are most likely to be significant, that should be considered when deciding whether an EIA is



required in respect of developments of the types listed in Schedule 2, 10 (Infrastructure projects), (f) Construction of roads.

While Schedule 2 thresholds are not relevant when considering development in sensitive areas, it is helpful to use indicative criteria to understand the key impacts and size of development that would be considered when screening the proposed type of development.

Indicative threshold

New development over 2 kilometres (km) in length

Key issues to consider

Estimated emissions, traffic, noise and vibration, the degree of visual intrusion and the impact on the surrounding ecology.

An EIA is more likely to be required if the project affects the features for which the sensitive area was designated.

The features for which the National Landscape is designated are:

1. A natural harbour;
2. The intertidal zone;
3. The wooded shoreline;
4. The harbourside heritage;
5. The accessible open spaces;
6. The farmed landscape;
7. The flora and fauna;
8. The internationally important birdlife;
9. The functioning water catchment; and
10. The wildlife interconnectivity.

Description of proposed development

The scheme proposes the installation of a 23-metre (m) wooden bridge to span the section of failed sea wall along Footpath 56, east of Langstone High Street. This would facilitate coastal access for the next 25 years while still allowing the natural processes to occur along this section of coastline. The natural failure of the retaining wall is not considered 'development' and is outside the scope of this Screening Opinion which address the installation of a bridge.

The existing path consists of an improved hard surface approximately 2.5m wide. The bridge would be on the alignment of the existing footpath and is set back from the sea wall.

In line with a joint statement issued by Havant Borough Council, Chichester Harbour Conservancy, the Coastal Partners, Hampshire County Council, the Environment Agency, and Natural England, Hampshire County Council has been commissioned to install a bridge over the path alongside the section of

failed sea wall. The bridge is intended to maintain coastal access for the next 25 years while allowing natural erosional processes to continue along this stretch of coastline. It forms part of the King Charles III England Coast Path and is jointly funded by Chichester Harbour Conservancy and Natural England.

Design drawings of the proposed wooden bridge have been submitted with the screening opinion request.

Construction would be as follows:

- The Tarmac surface will be removed from the path, to avoid future pollution events, as the area naturally breaches. The tarmac will be transported to the compound, that will be established on Wade Lane, where it will be collected by a licensed waste carrier. No materials will be stored on site.
- Abutments for the bridge will be set out and dug out. Helical screw (ground screws) will be installed and concrete caps will be formed on top of these. The substructure of the bridge will sit on these foundations and be bolted into place.
- Next the yoke piles will be fixed to the abutments with m16 bolts, the main beams for the three sections of bridge will be lifted into place via excavator from the footpath and secured in place.
- Finally, the parapets will be installed and decking boards affixed.

It is intended that the development would be undertaken under Schedule 2, Part 9, Class A 'Development relating to roads' of the General Permitted Development Order (2015).

Section 3 (10) (a) requires that where a development is included within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations (2017) the Local Authority should undertake a screening opinion.

Screening Criteria

Natural resources

This is a small scale bridge construction with negligible disturbance of existing land. It would not impact any forestry, agriculture, water/coastal, fisheries, or minerals.



Waste

Any construction waste including excavated or demolished materials will be minimal due to the construction design of the bridge and the way in which it would be installed. Waste products will be removed daily to ensure the site remains safe for the public.

Pollution and nuisances

Pollution or nuisance impacts would occur during the construction stage only. The construction period would be short due to the small scale of the development. Activity will be short in duration on the construction days and over a two week period.

Air – The site is not in an Air Quality Management Area (AQMA). Work would be undertaken using hand held tools and mini-excavator therefore any emissions to air would be negligible.

Noise – The site is directly adjacent to the Site of Special Scientific Interest (SSSI) / Special Conservation Area (SAC)/ Special Protection Area (SPA)/Ramsar sites which is a sensitive ecological receptor (see Ecology below). The site is also part of Chichester Harbour National Landscape. The nearest human sensitive receptor is residential properties is approximately 200m to the south west.

Water – The site is directly adjacent to the harbour and a mill pond is located 75m to the south. Tidal water is likely to through the existing sea wall breach. Potentially harmful activities could arise from conveyance of materials to site: pollution from fuel, oil or from concrete spills. These activities will be mitigated by the use of spill trays/mats and all activities done off site in the compound. Dumpers transporting the concrete will only be half filled to avoid spillage. Vehicles will be well maintained and subject to daily checks to ensure there are no leaks.

It is not considered likely there would significant pollution impacts.

Population and human health

The nearest concentrated area of population is the village of Langstone the nearest part of which is 200m to the south west. The nature of the development would not give rise to major accidents or disasters.

Water resources

The bridge is to be located in Flood Zone 3 (highest risk). The development will sit above the existing land level. Its installation would not result in increased flooding.



Biodiversity (species and habitats)

The site is located directly adjacent to but outside of the following designations:

- Chichester and Langstone Harbours Ramsar site;
- Solent Maritime SAC;
- Chichester and Langstone Harbours SPA;
- Chichester and Langstone Harbours SSSI;
- Langstone Mill Pond SINC; and
- Solent Wader and Brent Goose Strategy Primary site.

The Wade Court Park SINC is located 200m north west of the site.

The Chichester Harbour National Landscape identifies a number of ecology related special qualities.

A Habitat Regulations Assessment (HRA) Stage 1 Screening has been undertaken by Hampshire County Council Countryside Service (as the Local Highway Authority for the right of way), acting as a Competent Authority for the purposes of the HRA screening process. The HRA identifies the SAC qualifying habitats and SPA qualifying species, as well as non-breeding waterbird assemblages. It concludes that *'the proposed works would locally be minor in nature and duration. Therefore they will not result in any direct impact to the qualifying habitats, qualifying species or the habitat supporting those species, alone or in combination with any other known projects. There will not be any likely significant effect on the qualifying features of the SPA or SAC.'*

The use of the bridge would not result in significant adverse impacts noting that a path already exists thorough the site. It is noted in the HRA that footpath users currently divert onto the foreshore within the SPA. The replacement bridge would provide a passable route outside of the SPA/SAC and provide future protection for the habitat and reduce disturbance to species.

The construction would be the most disturbing element of the development. The HRA identifies some mitigating measures which can be taken into account as part of this EIA screening. The work will occur over a short duration and the construction timing of April 2026 would be after overwintering birds have departed for breeding areas.

Natural England are a party to a statement of common ground regarding coastal path access. It was agreed that *'it is important to all parties to sustain coastal access along the existing route for the medium term, via the construction of a footbridge'*.

On this basis, it is considered that the construction is not likely to result in significant impacts to biodiversity.



Landscape and visual

The site is within the Chichester Harbour National Landscape (formerly Area of Outstanding Natural Beauty). The harbourside heritage is an identified special quality. Specifically the picturesque harbourside settlements with historic buildings and monuments are built on a long history of human habitation. The special quality notes this rich cultural heritage was borne out of the intensive utilisation of the natural resources of the coastal zone. In addition, the farmed landscape is identified as a special quality with particular reference to fertile, sheltered soils and a mild climate, the diverse patchwork of farmland is vital for food production, wildlife and long distance views.

The bridge design is intended to complement the harbour landscape. A letter of support from the Chichester Harbour Conservancy (the body responsible for the management of the National Landscape) has been provided with the screening request. It is stated that *‘that the proposed footbridge, which is based on a similar structure on Thorney Island, would be in keeping with the landscape of Chichester Harbour and would not harm the character or natural beauty of Chichester Harbour National Landscape.’*

With construction impacts being short-lived and accounting for the design of the bridge, it is considered the development is not likely to have a significant impact.

Cultural heritage

The nearest listed buildings are:

- Wade Court (Grade II) – 230m north;
- The Old Mill (Grade II) – 185m south west; and
- The Boat House (Grade II) – 185m south west.

The site is located within the Langstone Conservation Area.

The development is not in the curtilages of these buildings and is of a minor nature which is not likely to significantly impact the setting of the listed buildings or the conservation area.

Transport and access

Access routes will follow existing roads and designated footpaths, with the compound being set up to the north of the work area on Wade Lane on tarmac. No access will be required along or across the intertidal or designated areas. Vehicle movements during the construction period will be minimal and short-lived in duration.



Land use

The surrounding land uses are estuary to the south and east and agricultural including a farm yard to the north. There is low lying wetland/pond to the west.

The bridge would not impact any of these existing uses.

Land stability

The development - installation of the bridge - will not result in land instability. The bridge is being installed on alignment of the existing coastal path which is set back from the existing sea wall. It would not further remove or impact the sea wall. The bridge would result in small scale excavation and require installation of helical ground screws for the bridge foundations. The bridge is designed to cater for any future natural erosion that may occur in the vicinity of the breach.

Cumulative effects

There are no other developments in the vicinity which when combined with the installation of the bridge would likely result in significant cumulative impacts.

Transboundary effects

Not applicable

Conclusion

The County Planning Authority considers that the proposal would not create any significant effects on the environment by virtue of its characteristics, location and characteristics of its potential impact. Therefore, the County Planning Authority considers that the proposed development is not EIA development. An Environmental Statement would, therefore, not be required.

The proposed development **is not** an **EIA development** under the **Town & Country Planning (Environmental Impact Assessment) Regulations 2017**.

Director of Universal Services

Date: 30 March, 2026

Note:

1. An EIA development must **either**:



be within Schedule 1 **or**;
be within Schedule 2 within a 'sensitive area' **and/or** above
thresholds/criteria **and/or** 'likely to have significant environmental
effects'.

2. Any reference to 'significant' for the purposes of this screening opinion is in the context of the high threshold of 'significant' for the purposes of EIA development only and should not be taken as prejudgement of the determination of a planning application, if one is required. This decision does not prejudice any later assessment of any planning application for the same development.
3. This screening opinion has been undertaken in accordance with Regulation 64 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 which requires functional separation between the persons bringing forward a proposal for development and the persons responsible for determining that proposal.