Southmoor Asset Improvements

Planning, Design and Access Statement

Project Reference: WEM L3 Southmoor OABC
Project Number: 60538739

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Quality information

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1. Introduction

1.1 The Proposal

The Environment Agency (EA) is applying for planning permission for Southmoor managed realignment (the proposed scheme) at land east of Southmoor Lane, Havant, Hampshire (Easting: 471159, Northing 104998).

The objectives of the proposed scheme are to provide a sustainable flood and coastal erosion management scheme with an appropriate standard of protection, whilst also addressing the pressing need to create new intertidal habitat to replace losses across the Solent. A further aim for the EA is to promote the participation of communities during the planning and development phases of the project.

The proposed scheme, to which the planning application relates, incorporates the following development:

- Local 'borrow area' to facilitate the construction of three clay-cored sea defence embankments (1 no. approximately 350 metre length embankment incorporating diversion of footpath no. 45 and footpath no. 49, 1 no. approximately 270 metre length embankment running along the north to south boundary, 1 no. approximately 130 metre length embankment to the east of Mill Lane);
- ground raising and associated protection works around Southern Water assets;
- associated drainage; and
- the active breach of the existing coastal sea wall to allow the creation of a dynamic inter-tidal habitat.

Additionally, and as stated above, the proposed scheme will necessitate the diversion of footpath number 45 and footpath number 49. An application to divert these public rights of way has been prepared and submitted to Havant Borough Council for consideration.

1.2 The Purpose of this Document

The proposed scheme is located within the administrative area of Havant Borough Council (the Authority). This Planning, Design and Access Statement (PDAS) forms part of the planning application submitted to the Authority for the proposed scheme.

This PDAS is structured as follows:

- Section 2: Describes the site and surroundings;
- Section 3: Describes the proposed scheme;
- Section 4: Sets out how the proposed scheme is consistent with planning policy;
- Section 5: Summarises the case for the proposed scheme; and
- Appendix A: Provides an overview of relevant planning policy and legislation which the proposed scheme is to be assessed against.

This PDAS is part of a suite of documents that collectively form the planning application submission and should therefore be considered in the context of:

- The Planning Application Form;
- The Environmental Statement;
- Site Location Plan *Figure 1*
- Outline Design General Arrangement *SMOR-ACM-XX-XX-DR-CE-00001*

- Outline Design Embankments Typical Cross Sections *SMOR-ACM-XX-XX-DR-CE-00002*
- Outline Design Earth Embankment Long Section Sheet 1 of 2 *SMOR-ACM-XX-XX-DR-CE-00003*
- Outline Design Earth Embankment Long Section Sheet 2 of 2 *SMOR-ACM-XX-XX-DR-CE-00004*
- Outline Design Details *SMOR-ACM-XX-XX-DR-CE-00005*
- Public Rights Of Way And Proposed Footpath Diversions *PROW_DIV_FIGURE 1*

1.3 Pre-Application Consultation

Prior to the submission of the planning application the EA and its consultants have engaged with the Authority's planning officers and relevant technical staff to discuss elements of the scheme and identify any matters that require consideration in the planning application documentation. Additionally an EIA scoping opinion was sought from the Authority on the matters to be included within the accompanying environmental statement.

An initial meeting was held between the applicant and the Authority on 23 March 2017, at which the applicant provided an overview of the proposals and sought initial views from the local Authority on the proposed scheme compliance (or otherwise) with relevant local policy. Whilst acknowledging the fact that the discussions were held on a without prejudice basis, the Authority took the view that the scheme was broadly compliant with development plan policy and that the scheme had the potential to bring environmental benefits to the local area. The Authority advised that schemes that require the diversion of footpaths often need considered engagement with the local communities in order to reduce the potential for opposition.

The EA has taken this advice on board and has to date engaged with the local community on its proposals. The details of this engagement are:

- Local community workshop at Langstone Sailing Club on 9/05/2017
- Meeting with Langstone Residents Association on 6/07/2017
- Stakeholder workshop at Langstone Sailing Club presenting preferred option on 24/07/2017
- Meeting with Havant U3A Environment and Technology Group on 11/10/2017

2. Application Site and Surroundings

2.1 The Site

The application site of the proposed scheme is shown edged in red in Appendix B of this PDAS. The application site is enclosed by Southmoor Lane to the west, the southern edge of Brockhampton industrial estate to the north, the western edge of Langstone to the east, and the shoreline of Langstone Harbour to the south. The tidal River Lavant runs through the eastern part of the site.

The area to the west of the River Lavant is divided broadly into two sections that are separated by a north-south oriented line of scrub/trees, referred to as the 'green lane', which is currently used as a permissive footpath. The vegetation along each side of the green lane contains a row of willow trees approximately 250 metres long protected by a group tree preservation order (TPO). In addition to the line of willows, four other individual trees are protected by TPOs, all of which are located close to the northern edge of the site.

There is a change of land elevation either side of the green lane, the area to the west of the green land, referred within this document as the Hampshire and Isle of Wight Wildlife Trust Eastern Field, is at a higher level than the land further to the east (the proposed managed realignment area). This field is classified as 'important' for waders and Brent geese according to the Solent Waders and Brent Goose Strategy. East of the River Lavant, the site comprises a triangular-shaped meadow and a copse (referred to as the Mill Lane Field), defined by the River Lavant to its west, the western edge of

Langstone to its east and Mill Lane to its north. Mill Lane Field falls within the Mill Lane Conservation Area which expands eastward beyond the site boundary.

There are four Public Rights of Way (PRoWs) within the site. These are Footpath 45, Footpath 49, Footpath 51 and Bridleway 46 as shown in Appendix C of this PDAS.

The site overlaps with 12.2 ha of the Chichester and Langstone Harbours Special Protection Area (SPA)/Ramsar site. The Ramsar site is designated under the Ramsar convention; the SPA is designated under the EU Directive on the Convention of Wild Birds (79/409/CEE). The site also overlaps with 12.2 ha of Langstone Harbour Site of Special Scientific Interest (SSSI), which is designated for its saline influenced habitats, plants and bird populations. Two Sites of Importance for Nature Conservation (SINC) are located within the site; these are Southmoor – Big Field SINC and Southmoor Reserve SINC, both designated for their semi-natural coastal habitats.

Local designations include the HIWWT Nature Reserve known simply as 'Southmoor'. This is notified for its flower rich grassland including southern marsh orchid Dactylorhiza praetermissa and ragged robin Lychnis flos-cuculi plants. The reserve also constitutes a high tide roost and area for breeding birds and supports species such as skylark Alauda arvensis, blackcap Sylvia atricapilla and whitethroat Sylvia communis.

2.2 The Surroundings

The western boundary of the Chichester Harbour Area of Outstanding Natural Beauty follows the A3023 and lies approximately 200 metres to the east of the site at its closest point, beyond Langstone. The Solent Maritime Special Area of Conservation (SAC) is located immediately adjacent to the proposed scheme, there are two SSSIs (Chichester Harbour SSSI and Warblington Meadow SSSI), and three Local Nature Reserves (LNR) (West Hayling LNR, Farlington Marshes LNR, Hayling Billy LNR) located within 2 kilometres of the application site boundary. A further 26 SINCs are located within 2 kilometres of the application site boundary, the nearest being Wade Court Park SINC and Langstone Mill Pond SINC located 310 metres and 320 metres from the site boundary respectively.

The closest listed heritage asset is located approximately 230 metres to the east of the site. This Grade II listing comprises a pair of late 18th century houses situated within the Langstone Conservation Area. There are no World Heritage Sites, Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields within 500 metres of the application site boundary.

3. The Proposed Scheme

3.1 Need for the Proposed Scheme

The existing concrete sea wall defences along the site frontage are privately owned, are in a poor state of repair and are beginning to collapse in places as shown on Figure 1. A Defence Condition Assessment (EA Asset Team, November 2006) established that the sea wall is in a state to provide less than one year of design protection. The assessment concluded that the asset was rated 'Condition 4', with the worst elements being 'Condition 5' in line with the EA's Condition Assessment Manual:

- *'Condition 4 - Defects that would significantly reduce performance of the asset. Further Investigation needed. <10 years without maintenance.'*
- *'Condition 5 - Severe defects resulting in complete performance failure. Already failed.'*

Figure 1: Photograph showing the existing sea wall

Intervention is therefore required to avoid the risk of complete defence failure which would increase the risk of flooding to the hinterland and nearby residential and commercial properties. Furthermore, intervention is needed as the alignment of Footpath 45 currently runs along the existing sea defence, the footpath has already begun to deteriorate and it is likely to become increasingly unsafe to use.

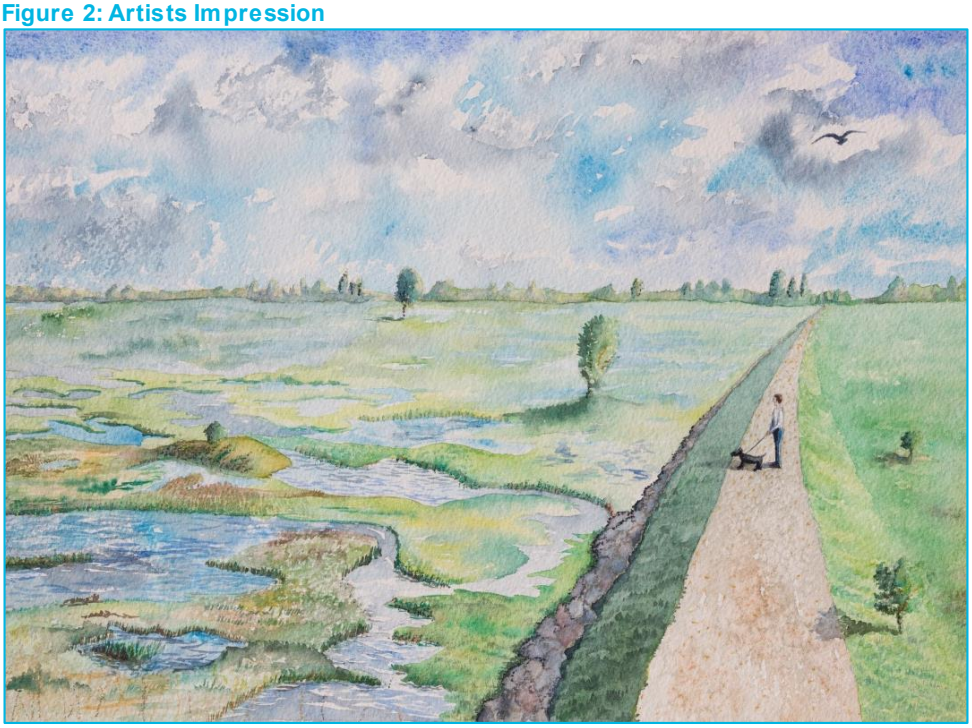
The local Authorities coastal management policy (Emsworth to Portchester Coastal Strategy, 2008) has been, where practicable and suitable, to introduce managed realignment as the preferred means of sea defence as opposed to replacing failing sea walls or building new ones. The proposed scheme will provide an effective new barrier between coastal flood waters and nearby assets, as well as creating new intertidal habitats and saltmarsh.

The new defences that are constructed behind the original line will be less exposed to waves. As the tidal currents that enter through the breach are slowed, suspended sediments will settle resulting in sediment accretion and a slight increase in bed levels within the site. The creation of intertidal habitat, predominantly saltmarsh, will further help to absorb wave energy and accrete sediment. The result is an effective, sustainable and long-term solution to flood and erosion risk along this coastline.

3.2 Design and Appearance

This section describes the key elements of the proposed scheme as shown in Appendix D of this PDAS. Figure 2 provides an artist's impression of proposed scheme when finalised.

Figure 2: Artists Impression



3.2.1 Flood embankments

The main embankment will have a length of approximately 350 metres, with a finished crest height of circa 3.2 metres above Ordnance Datum Newlyn (ODN) and a crest width of around 2 metres. The height above ground level across its length will vary from around 2 metres to less than 0.1 metres. The main embankment will be aligned along the curved route of Footpath 49 in order to integrate with the existing landscape. The existing Footpath 49 will be diverted along the top of this embankment. The embankment will link with naturally higher ground to the north-west and north-east of the managed realignment area to minimise the length of high embankment. The embankment will be placed to the south of both the existing high pressure gas main and Portsmouth Water asset that run east to west over the field. The location of the embankment will provide protection to both SGN's and assa Water's assets. To achieve this, the embankment will cut through the TPO grouping, resulting in the removal of a small section of trees in the north of this group.

An additional embankment will be constructed to the east of Southmoor (hereafter referred to as the 'eastern embankment') in the Mill Lane Field to improve the standard of protection to residential properties in Langstone Village following future improvement works to the existing defences to the east of the River Lavant. The eastern embankment will have a length of approximately 120 metres, with a finished design crest height of 3.5 metres above ODN, formed parallel to the River Lavant, thereby reflecting the existing landscape pattern. It will be constructed east of existing riverside vegetation to minimise impact on the river

It should be noted that whilst the eastern embankment has no functional relationship to the managed realignment, it is being constructed using material from the borrow area and will tie in with future flood defence enhancement works proposed for the area.

A further internal embankment will be required to protect the SSE underground cables to the west of the River Lavant from tidal inundation on the majority of tides. This SSE embankment has a length of approximately 270 metres and a finished design crest height set at highest astronomical tide (HAT).

Topsoil from the footprint of the new embankments will be removed and stored aside in a compacted stockpile manner for reuse. On completion, the top soil will be spread over the embankment slopes, then seeded with a coastal grassland seed mix to assist in blending the embankments into their existing setting and to benefit wildlife.

All fill material required for the embankments will be sourced from within the application site area from the identified borrow area in the HIWWT western field. The borrow area will be approximately

13700m^2, however, the size and locations of the borrow area are subject to change dependent on the type and quantity of suitable fill material that is available. The restoration of the site following the excavation works will be designed such that it provides ponds with 'scrapes' to mitigate the effects on existing coastal grassland habitats and associated plant communities.

At the seaward toe of the embankment, loose stone (referred to as riprap) will be used to prevent any slumping or erosion. The riprap rock material, normally 150 mm to 300 mm will either be granite from the West Country or Norway. Once the embankment is completed, a small toe trench will be excavated and a geotextile will be laid in the trench and up to the bank to the required riprap level.

3.2.2 Ground raising around Southern Water assets

There are two inspection chambers owned by Southern Water in the south-eastern part of the managed realignment area. Access to these assets is required for a large part of the time and therefore the ground will be raised around these assets to mean high waters springs (MHWS) which is 2.16 metres above ODN. The existing chamber cover levels will be raised to match the new ground levels. These will be protected by an earth embankment, enforced at the seaward toe with riprap. It is anticipated that these assets will remain accessible by foot and temporary small plant via the section of Footpath 45 that runs adjacent to the existing seawall. Restricted gated access for Southern Water personnel will be provided in the south-eastern part of the frontage

3.2.3 Embankment drainage

A one-way flapped outfall culvert will be constructed in the main embankment to allow water to drain from the north of the embankment to the managed realignment area. This will be formed using a 1metre x 1 metres box culvert. The precast concrete headwall will be completed with kee klamp handrails and one with a galvanised steel grating, the other with a flap valve.

For the SSE embankment a 0.3 metre diameter pipe with headwall and flapped value with be installed in a similar manner as described above. The existing culvert in the south-eastern part of the managed realignment area will be capped.

3.2.4 Breach design

Once all the embankments and outfall are completed, the works on the breach of the existing seawall will commence. A scrape and/or channel(s) will be excavated and graded to connect the breach to the existing creek system within the site. The scrape and/or channel(s) will not be constructed over or within 4 metres of the existing sewer pipe within the site. A straight channel will also be excavated and graded seaward in front of the breach to connect the breach to the upper-mid foreshore.

A 20 metres wide rectangular breach will be created in a central location along the southern boundary of the site, centred on an area of the existing seawall defence that is collapsing. The breach will be created by excavating the material from the seawall to a level of 0.5 metres above ODN over a width of 20 metres. The interface between the breach and the remaining seawall will be graded to produce a stable slope.

The breach will be carried out during Mean Low Water Neaps (MLWN) and will be completed before the next high tide. It is anticipated that the breach will be undertaken during the late summer when there is a reduced risk of coastal storms occurring. The breach will be undertaken to enable a gradual inundation of the site, as part of the ecological mitigation strategy.

3.3 Access

Appendix E of this PDAS shows how the proposed PRoW diversions will be incorporated in relation to the proposed embankments and subsequent sea wall breach. Realignment of existing Footpath 49 will be provided along the top of the new rear seawall embankment. This footpath will be Disability Discrimination Act 2005 (DDA) compliant, topped with self-binding gravel compacted to the finished surface.

The permissive footpath (the green lane) between the tree/scrub-line will become part of the proposed new footpath. This proposed footpath will be Disability Discrimination Act 2005 (DDA) compliant and

will form part of the coastal footpath alignment. Any footpaths obstructed as a result of the proposed scheme will have alternative routes put in place prior to construction.

There will be continued access from the west along the existing seafront Footpath 45 up to the south-western corner of the managed realignment area. Signage and a fence further along this path will be used to discourage access eastwards due to the health and safety risks associated with the breach and the unmaintained and deteriorating frontage. (See ES Appendix A Figure 7).

From the east, there will be continued access adjacent to the River Lavant and the bench located on the south-eastern corner of the frontage. A gate will restrict access further westwards, approximately 100 metres from the breach. The section of footpath that runs north to south adjacent to the concrete pipe in the north-eastern part of the site will also be improved by creating a raised boardwalk along this area, it is envisaged that this will be constructed from recycled plastic materials. Dog and predator proof fencing will be used as required around the site to minimise disturbance and encourage birds to use these areas.

3.4 Construction of the Proposed Scheme

Construction is anticipated to commence in early April/May 2018 and be completed by the end of early October 2018. An indicative sequence programme of construction activities is provided below in Table 1.

Table 1 Indicative sequence of construction activities

Construction works activity	Indicative programme	Indicative duration
Mobilise Site Compound	May 2018	1 week
Flood embankment construction	May to July 2018	6 weeks to construct the embankment, excluding settlement period
Embankment drainage	June to July 2018	6 weeks
Footpath construction	August to September 2018	5 weeks
Stock proof fencing	August to October 2018	6 weeks
Breach of existing seawall	September 2018	1 week

3.4.1 Temporary access routes

Appropriate temporary access routes for heavy plant and staff vehicles during the construction phase will need to be determined and agreed with Havant Borough Council.

3.4.2 Working areas

The site compound will tie in with the existing road network and temporary access routes. The site compounds and temporary access tracks will be removed and the areas reinstated upon completion of the works. It is anticipated that any material excavated for such sites will be stored within the site.

The site compound will be established in the north-west corner of the HIWWT western field. Temporary site fencing will be erected around the perimeter of the compound, completed with double gates. The compound size will be approximately 50 metres x 30 metres. Compacted and levelled sub-base will be used to form the temporary access road to the compound and parking will be constructed in front of the site offices.

Fences and a barrier will be erected to segregate the workforce from moving plant. The contractor will prepare a site traffic management plan which will include fences and signs to indicate appropriate route over or under existing services. Goal post and warning signs will be erected along the line of high voltage overhead cables and where plant will go underneath. Fences will also be erected 3

metres away from the existing high pressure gas main where mechanical excavation within this buffer zone is prohibited. Timber plant mats will be placed over buried services such as the existing sewer line. Fencing and signs to direct site will also be included. A temporary bridge may be required to provide access over the existing high pressure gas main. This is to prevent heavy construction plant loading damaging the gas main. Any temporary works would need to be approved in advance by Havant Borough Council.

3.4.3 Working hours

Working hours for flood embankment works are anticipated to be between 6am and 8pm, Monday to Friday. Work on Saturdays is not envisaged but may be necessary and will be subject to prior agreement with the Authority. No work will be undertaken on Sundays or Bank Holidays.

For the construction of the breach the works will require tidal working, subject to agreement with the Authority.

There are likely to be a total of 15 operative and 6 management workers that will travel to the site by car, minibus and vans.

3.4.4 Advanced works

Any mitigation works required in advance of the works (e.g. reptile translocation, cutting back of hedgerows and trees to avoid nesting birds) will be undertaken in advance of the construction works. The cut back will also provide access to the working area. If required, stock-proof fencing will be erected to enable the fields to be used for grazing cattle. Overgrown grass within the working area will be trimmed down using a strimmer in two stages in line with reptile mitigation guidance. Any identified sensitive areas (e.g. area of wild orchids north of the proposed main embankment) will be fenced off from the working area to prevent the sensitive areas being damaged by construction plant.

4. Planning Appraisal

4.1 Introduction

The Portchester Castle to Emsworth Coastal Flood and Erosion Risk Management Strategy (the 2008 Strategy), produced by the EA, identifies the best way of managing coastal flood and erosion risk over the next 100 years. The 2008 Strategy splits the coastline between Portchester Castle and Emsworth into seven discrete frontages and set out a strategy for each.

The proposed scheme falls within the Langstone and Southmoor frontage which is characterised as being generally made up of low lying land that possesses a high risk of coastal flooding. The 2008 Strategy advises that minimal works should be carried out on the sea defences of the Southmoor section over the subsequent 10 years, after which time a managed realignment scheme should be undertaken.

The North Solent Shoreline Management Plan (North Solent SMP), adopted in 2010, sets the coastal management policies along the coastline for the Eastern Solent Coastal Partnership (ESCP). The North Solent SMP was developed in parallel with the 2008 strategy; information developed for the 2008 Strategy assisted the policy making process for the North Solent SMP. The application site is within North Solent SMP Policy Unit 5A18 Wade Lane to Southmoor Lane. The policy for this stretch of coast up to 2105 is 'Hold the Line' with the caveat to undertake Managed Realignment should the landowner become favourable to it.

The Habitats Regulations Assessment (HRA) that was undertaken for the North Solent SMP concluded that the implementation of flood risk management schemes proposed under the plan would contribute to the loss of internationally designated habitat due to coastal squeeze. Under the Habitats Regulations, there is a requirement to compensate for the loss of any internationally designated habitat on a like-for-like basis. The EA's Regional Habitat Creation Programme (RHCP) seeks to ensure that the North Solent SMP complies with the Habitats Regulations by seeking to identify areas to create compensatory habitat. In addition to providing a sustainable flood and coastal erosion management scheme, the proposed scheme is also identified as a potential site on which to provide compensatory intertidal habitat.

4.2 The Development Plan and other Material Planning Considerations

The planning application falls to be determined by the Authority in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004. The Authority is required to determine the planning application in accordance with the Development Plan unless material considerations indicate otherwise; including the National Planning Policy Framework (NPPF) (2012).

The proposed scheme is located within the administrative area of Havant Borough Council. The Adopted Local Plan is made up of the Havant Borough Core Strategy (2011) (hereafter referred to as the 2011 Core Strategy), the Havant Borough Allocations Plan (2014) (hereafter referred to as the 2014 Allocations Plan) and the Hampshire Minerals & Waste Plan (2013). The Authority is currently developing the Havant Borough Local Plan 2036, a timetable for the plan's production has been produced which sets out that consultation on a draft plan will take place in autumn 2017.

Following a review of the Development Plan and other main planning policy material considerations, this report will focus on the following policy themes considered relevant to the determination of the planning application:

- Theme 1: flooding and coastal change
- Theme 2: pedestrian access
- Theme 3: environmental and amenity impact

4.2.1 Flooding and Coastal Change

Policy CS15 of the 2011 Core Strategy says the council will work with partners to implement the Coastal Policy Zones in the North Solent SMP. As stated above, the North Solent SMP policy for this

stretch of coast is to 'Hold the Line' up to 2105 with the caveat to undertake managed realignment should the landowner become favourable to it. However, the progressive deterioration of the existing seawall at the Southmoor site is leading to an increased potential for failure of the defence and an unmanaged breach, intervention is therefore required. Managed realignment provides improved long-term protection in terms of design life compared to the 'Hold the Line' option.

The Flood Risk Assessment (FRA) included as Appendix X of the ES, has been prepared in accordance with the requirements of the NPPF. The FRA concludes that the proposed scheme provides betterment to the site.

As is demonstrated by the ES, the proposed scheme will fulfil the key objective to provide a sustainable flood and coastal erosion management scheme with an appropriate standard of protection. The main embankment will maintain the standard of protection against flooding to at least 1 in 200 (0.5%) chance of flooding in any given year. The eastern embankment will improve the standard of protection to residential properties in Langstone Village. In addition, the proposed scheme has incorporated a one-way flapped outfall structure (culvert) to ensure that the proposed scheme maintains and potentially improves the management of surface water flood risk for the surrounding area.

The proposed scheme represents a more sustainable method of flood risk management, which works with natural processes in response to coastal change and sea level rise. Policy AL1 of the 2014 Allocations Plan highlights the council's commitment to take a positive approach when determining development proposals, reflecting the presumption in favour of sustainable development contained in the NPPF.

4.2.2 Pedestrian access

As stated previously, there are four PRoWs within the site. The deliberate breach of the existing sea wall will allow the sea to flow into the area and will inevitably result in the inundation of part of footpath 45. As a result, footpath 45 will need to be diverted. Parts of the existing footpath 45 are in poor condition, with an uneven surface behind the failing coastal seawall, presenting access issues for those with limited mobility.

The diversion of footpath 45 will be provided along the existing green lane permissive path providing a PRoW between Footpath 45 and Footpath 49. This existing green lane permissive path is relatively narrow in some places; the proposed scheme incorporates upgrading this lane allowing the diverted PRoW to meet DDA compliant standards.

As previously stated, the main embankment will be aligned along the route of Footpath 49. At present, Footpath 49 is not clearly defined and has an uneven surface which becomes marshy and muddy after heavy rainfall or extended periods of wet weather. Additionally, members of the community with impaired mobility may also find access via Footpath 49 difficult. To help address this, the diverted Footpath 49 along the top of the embankment will also be designed to meet DDA compliant standards. Appendix F of this PDAS shows the proposed PRoWs arrangement following the implementation of the proposed scheme.

The proposed scheme is therefore compliant with 2011 Core Strategy Policy CS13 which supports development that incorporates improvements to existing green infrastructure through the restoration, enhancement or creation of additional resources. The proposed scheme is also compliant with 2011 Core Strategy Policy DM9 which supports development in the Coastal Zone that upgrades existing footpaths; ensuring public access is retained connecting existing paths along the waterfront where appropriate.

4.2.3 Environmental and Amenity Impact

Ecological Impact

The Habitat Regulations Assessment (HRA) (ES Appendix R) identifies that, in the opinion of the authors, a conclusion of no adverse effect on integrity could be technically justified. However, informal consultation with Natural England in preparing Appendix R identified a concern with that conclusion given the fact that the amount of potential high-tide bird roosting habitat on site would reduce from 10.1ha to 1.9ha as a result of the scheme, albeit being replaced by scarce intertidal habitats such as

saltmarsh. Natural England's advice was that, the proposed scheme would still provide valuable habitat for SPA birds, the nature of that habitat would be materially different from that currently available.

As a result, Natural England advised that a conclusion of 'adverse effect on integrity' was more appropriate. The EA acknowledges Natural England's advice. The ultimate conclusion of the analysis is therefore adjusted from that in the technical report to conclude that, notwithstanding the benefits of the scheme to the SAC and SPA and the currently low levels of use of Southmoor by SPA birds:

This scheme would cause an adverse effect on integrity of Chichester & Langstone Harbours SPA and Ramsar site due to the net reduction in the amount of high-tide roosting habitat (or potential high-tide roosting habitat) within the SPA and Ramsar site.

Given this conclusion it would ordinarily be necessary for a project to be subject to three further stages before planning consent can formally be given:

- Confirmation of No Alternatives;
- Confirmation of Imperative Reasons of Over-Riding Public Interest (IROPI); and
- Identification of appropriate compensatory habitat provision.

However, in this case the proposed scheme is part of a wider package of strategic works set out in the North Solent SMP and the adopted Portchester Castle to Emsworth Coastal Flood and Erosion Risk Management Strategy. Both of these Plans/Strategies were subject to their own HRA and the net loss of coastal grazing marsh in Chichester & Langstone Harbour from implementing the North Solent SMP policy was identified at that level. It was concluded at that strategic level that there were No Alternatives and also IROPI. It was thus agreed between the EA and Natural England that the loss of coastal grazing marsh at the application site will be compensated for by the creation of 9 ha of coastal grazing marsh through the EA's RHCP.

Since the No Alternatives and IROPI decisions were both made at that higher tier, as was the identification of appropriate compensatory habitat, the proposed scheme falls within the parameters of those assessments and the case for No Alternatives and IROPI has already been established.

The proposed scheme will make a significant positive contribution by replacing losses of internationally designated intertidal habitat across the Solent. The proposed scheme therefore complies with 2011 Core Strategy Policy CS11, which supports development that protects and enhances habitats. In particular CS11 supports developments which "allow species, for example Brent Geese, to respond to the impacts of climate change by making provision for habitat adaptation e.g. coastal managed realignment and species migration." The proposed scheme is also compliant with NPPF paragraph 118 which supports development proposals that incorporate opportunities to conserve or enhance biodiversity.

Heritage

The eastern embankment of the proposed scheme falls within Mill Lane Conservation Area. The form and appearance of the new proposed embankments ensure that there would be very limited alteration to the setting of the area. The eastern embankment will also improve the standard of protection to residential properties within the Mill Lane Conservation Area following future improvement works to the existing defences to the east of the River Lavant. In regards to the impact on the Mill Lane Conservation Area the proposed scheme is in accordance with Policy CS11 of the Core Strategy 2011 and NPPF Paragraph 128.

The site is located in an area of general archaeological potential, although following the findings of the desk-based assessment and monitoring of geotechnical test-pitting (see ES Appendix Z), there is considered to be a low potential for archaeological remains to be discovered on site. However, any intrusive excavations as part of the construction of new embankments, or the excavation of borrow areas for construction materials will have the potential to unearth previously unrecorded archaeological remains. The ES recommends that an archaeological watching brief is carried out to allow any previously unrecorded archaeological remains to be recorded. This would be carried out as part of planned groundworks and would satisfy guidance set out within the NPPF.

Landscape and Amenity

Footpath 45 runs adjacent to the existing sea defence wall, providing unobstructed views to Langstone Harbour. The permanent re-routing of the existing footpath 45 will affect the route of both the Solent Way and Wayfarer's Walk. Although parts of the existing footpath 45 will remain open for use, the route will no longer continuously run along the coast and the diverted path will not afford users the existing open views across Langstone Harbour. However as noted in the ES, once the new intertidal habitat has become well established, it will create additional diversity to views.

The proposed embankments are designed to be in keeping with the local setting. Seeding the embankments with a coastal grassland seed mix will further assist in blending them into their existing setting and will also benefit wildlife. Unused material sourced source for the embankment construction will be returned to the burrow area or will be used as part of the for general landscaping improvements.

The proposed scheme complies with Policy CS16 of the Core Strategy 2011 which supports development that "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." The proposed scheme is also in accordance with Policy DM8 of the Core Strategy which promotes development that; "Provides new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species and making provision for future maintenance of new landscape works associated with new developments."

5. Summary and Conclusion

The proposed scheme will bring many positive benefits to the area and accords with all relevant policies within the development plan. Of key importance is the fact that the proposed scheme will improve the level of coastal protection afforded to hinterland areas whilst also creating a new dynamic natural coastal habitat.

The new coastal habitat created by the proposed scheme will help to offset losses of coastal wetland that are occurring more widely across the region. Additionally, the proposed scheme will improve public access for all, through the inclusion of more accessible new footpaths and the upgrading of existing footpaths. The proposed scheme will therefore make a major contribution to the future quality of the environment at Southmoor.

For the reasons set out in this report, in accordance with Paragraph 14 of the NPPF14, the Authority should therefore grant planning permission for the proposed scheme without delay.

Appendix A Relevant Policies and Material Considerations

A.1 The Development Plan

Adopted Havant Borough Core Strategy (March 2011)

The following policies are considered relevant to the determination of the planning application:

Ref	Title
CS1	Health and Wellbeing
CS8	Community Safety
CS11	Protecting and Enhancing the Special Environment and Heritage of Havant Borough
CS12	Chichester Harbour Area of Outstanding Natural Beauty (AONB)
CS13	Green Infrastructure
CS15	Flood and Coastal Erosion Risk
CS16	High Quality Design
CS19	Effective Provision of Infrastructure
CS20	Transport and Access Strategy
CS21	Developer Requirements
DM1	Recreation and Open Space
DM6	Coordination of Development
DM8	Conservation, Protection and Enhancement of Existing Natural Features
DM9	Development in the Coastal Zone
DM10	Pollution
DM11	Planning for More Sustainable Travel
DM12	Mitigating the Impacts of Travel

Adopted Havant Borough Allocations Plan (July 2014).

The following policies are considered relevant to the determination of the planning application:

Ref	Title
AL1	Presumption in Favour of Sustainable Development
AL2	Urban Area Boundaries and Undeveloped Gaps between Settlements
DM17	Contaminated Land
DM20	Historic Assets
DM23	Sites for Brent Geese and Waders

Adopted Hampshire Minerals & Waste Plan (October 2013)

Ref	Title
Policy 15	Safeguarding - mineral resources

Appendix B Site Location Plan

The information supplied is given in good faith as a guide to locating underground apparatus. Its accuracy cannot be guaranteed, nor does it include comprehensive information about the existence or location of service pipes or cables to individual premises.The responsibility for locating and avoiding damage to apparatus on site shall be that of the person proposing to excavate in the street who shall be liable to the apparatus owner and any third party who may be affected in any way for any loss or damage caused by their failure to do so.

0 100 200 m

N

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Project Title:

SOUTHMOOR ASSET IMPROVEMENT OPTIONS APPRAISAL AND BUSINESS CASE

Client:

Environment Agency,
Trentside Offices
Wed Bridford
Nottingham
NG2 5FA
Tel: 0115 9455 722
Fax: 0115 9817 343

ENVIRONMENT AGENCY

LEGEND

Site Boundary

Issue/Revision:

I/R	Date	Description

AECOM Internal Project No:

60538739

Drawing Title:

SITE BOUNDARY

Scale at A3: 1:2,500

Drawing No:	Rev:
FIGURE 1	V1

Drawn:	Chk'd:	App'd:	Date:
JW	AW	AW	12/06/17

Filename: K:\5004 - Information Systems\60538739 Southmoor Havant\02_Maps\Planning\Figure 1 Site Location Plan.mxd

Appendix C Existing Public Rights of Way

The information supplied is given in good faith as a guide to locating underground apparatus. Its accuracy cannot be guaranteed, nor does it include comprehensive information about the existence or location of service pipes or cables to individual premises.The responsibility for locating and avoiding damage to apparatus on site shall be that of the person proposing to excavate in the street who shall be liable to the apparatus owner and any third party who may be affected in any way for any loss or damage caused by their failure to do so.

Depot

Drain

Havant. 51

Langstone

Havant. 49

Drain

Drain

Flint

House

13m

Havant. 46

Budd's

Wall

Buddswall

Lake

Havant. 131

South Moor

Drain

Havant. 45

Mean High Water

Drain

Drain

0 150 300 m

N

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Project Title:

SOUTHMOOR ASSET IMPROVEMENT OPTIONS APPRAISAL AND BUSINESS CASE

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Environment Agency,
Trentside Offices
West Bridgford
Nottingham
NG2 5FA
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ENVIRONMENT AGENCY

LEGEND

Public Right of Way

Issue/Revision:

I/R	Date	Description

AECOM Internal Project No:

60538739

Drawing Title:

EXISTING
PUBLIC RIGHTS OF WAY

Scale at A3: 1:3,000

Drawing No:	Rev:
PROW_DIV_FIGURE 2	V1

Drawn:	Chk'd:	App'd:	Date:
JW	AW		08/11/17

Filename: K:\5004 - Information Systems\60538739 Southmoor Havant\02_Maps\Planning\PROW Diversion Planning App\PROW_DIV FIGURE 2 Existing Public Rights of Way.mxd

Appendix D General Arrangement

CONTRACTOR SHALL PROVIDE TEMPORARY WORKS TO PREVENT LOADING FROM MOVING PLANT ONTO GAS MAIN

ACCESS TO SITE COMPOUND

TEMPORARY FENCING TO AVOID MECHANICAL EXCAVATION WITHIN 3m FROM GAS MAIN

HAUL ROUTE - AVOIDING ROUTE THROUGH TREES

SITE COMPOUND 30m x 50m (TBC)

CONTRACTOR SHALL WORK WITH REGULATORY BODIES TO CONFIRM BORROW PIT BOUNDARY ON SITE

INDICATIVE BORROW PIT AREA OF 13700m² (APPROXIMATELY 25% OF THE HIWWT WEST FIELD)

BORROW PIT TO FORM PERMANENT POND/ SERIES OF PONDS/ WETLAND AREA

INDICATIVE NEW FOOTPATH POSITION

APPROX 180m LONG RECYCLED PLASTIC BOARD WALK

EVACUATION STRUCTURE (CULVERT) TO BE PROVIDED THROUGH EMBANKMENT. SEE DRAWING SMOR-ACM-XX-DR-CE-00005 FOR DETAILS

PYLON

CLAY EMBANKMENT. CREST LEVEL +3.4m ODN (3.2 + 0.2 FOR SETTLEMENT) APPROX LENGTH 350m

CLAY EMBANKMENT. CREST LEVEL +2.8m ODN (2.6 + 0.2 FOR SETTLEMENT) APPROX LENGTH 270m

LOCALISED 1 IN 10 SLOPE FOR PLANT ACCESS

EXISTING 2 NO HV CABLES

CLAY EMBANKMENT. CREST LEVEL +3.7m ODN (3.5 + 0.2 FOR SETTLMENT) APPROX. LENGTH 130m

EXISTING CULVERT TO BE CLOSED OFF

DITCH

DITCH OUTFALL. SEE SMOR-ACM-XX-XX-DR-CE-00005 FOR DETAILS

20m SEAWALL BREACH LOCATION

DEMOLITION MATERIAL TO BE REUSED

GROUND RAISING TO +2.40mODN (2.2 + 0.2 FOR SETTLEMENT) SURROUNDING THE EXISTING ASSETS. ACCESS PATH TO BE PROVIDED AT SAME RAISED HEIGHT VIA EXISTING SEAWALL

A A B B C C D D E E F F

0 25 50 75 100 125m

SCALE 1:1250

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

CONSTRUCTION:
- RISK OF DAMAGING EXISTING GAS MAIN.
- RISK OF ELECTROCUTION. BURIED HIGH VOLTAGE CABLE.
- UXO RISK.
- RISK OF PLANT OVERTURNING DUE TO UNEVEN GROUND.
- INTERFACE WITH PUBLIC FOOTPATH. RISK OF PUBLIC ACCESSING THE SITE
- RISK OF DAMAGING VULNERABLE PLANTS (I.E. WILD ORCHID).

OPERATION:
- AWARENESS OF HIGH TIDE RISK
- UNEVEN GROUND.1 IN 3 SIDE SLOPE OF EMBANKMENT.

DEMOLITION:
- UXO RISK.
- AWARENESS OF HIGH TIDE RISK.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.

NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.
2. DO NOT SCALE FROM THIS DRAWING, USE ONLY PRINTED DIMENSIONS.
3. ALL DIMENSIONS IN MILLIMETRES, ALL CHAINAGES, LEVELS AND COORDINATES ARE IN METRES UNLESS DEFINED OTHERWISE.
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PROJECT HEALTH & SAFETY FILE FOR ANY IDENTIFIED POTENTIAL RISKS.
5. CONTOURS GENERATED FROM 2m RESOLUTION DTM LIDAR DATA PROVIDED BY THE ENVIRONMENT AGENCY.
6. FENCING - STOCK NETTING (8-100-15 SIZE) AND TWO STRANDS OF BARB WIRE.
7. ALSO REFER TO DRAWING:
   - TYPICAL CROSS SECTIONS - SMOR-ACM-XX-XX-DR-CE-00002
   - LONG SECTIONS - SMOR-ACM-XX-XX-DR-CE-00003 & 00004
   - DETAILS - SMOR-ACM-XX-XX-DR-CE-00005

KEY

- MAIN REAR EMBANKMENT
- SSE EMBANKMENT
- EAST MILL LANE EMBANKMENT
- SOUTHERN WATER ASSETS EMBANKMENT
- PYLON
- HIGH PRESSURE GAS MAIN
- FOUL WATER
- HIGH VOLTAGE CABLE
- RISING MAIN (PUMPED MAIN)

Revision Details	By / Check	Date	Suffix
EXTERNAL ISSUE	MM / CP	01/08/17	P01

Purpose of issue: FOR INFORMATION

Client: ENVIRONMENT AGENCY

Project Title: SOUTHMOOR ASSET IMPROVEMENT

Drawing Title: OUTLINE DESIGN GENERAL ARRANGEMENT

Designed	Drawn	Checked	Approved	Date
CP	MM	JP	MW	01/08/2017

AECOM Internal Project No.	Suitability
60538739	FIT FOR INFORMATION
Scale @ A1: 1:1250 / 1:200	Zone

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Drawing Number: SMOR-ACM-XX-XX-DR-CE-00001

Rev: P01

Appendix E Proposed Public Rights of Way Diversions

The information supplied is given in good faith as a guide to locating underground apparatus. Its accuracy cannot be guaranteed, nor does it include comprehensive information about the existence or location of service pipes or cables to individual premises.The responsibility for locating and avoiding damage to apparatus on site shall be that of the person proposing to excavate in the street who shall be liable to the apparatus owner and any third party who may be affected in any way for any loss or damage caused by their failure to do so.

Depot

Drain

Havant. 49

Havant. 51

Langstone

Drain

Drain

Flint

House

Havant. 46

Havant 49 diverted on top of proposed embankment

Havant. 49

Proposed Diversion to Havant 45

Budd's

Wall

Havant. 45

Havant. 45

South Moor

Drain

Mean High Water

Havant 45 Stopped Up Here

Drain

Drain

Havant. 45

N

0 125 250 m

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ABP mer

Project Title:

SOUTHMOOR ASSET IMPROVEMENT OPTIONS APPRAISAL AND BUSINESS CASE

Client:

Environment Agency, Trentside Offices, West Bridgford, Nottingham, NG2 5FA. Tel. 0115 9455 722 Fax 0115 9817 743

ENVIRONMENT AGENCY

LEGEND

Public Right of Way

- Proposed Diversion
- Stopped Up
- Unchanged

Issue/Revision:

I/R	Date	Description

AECOM Internal Project No:

60538739

Drawing Title:

PUBLIC RIGHTS OF WAY AND PROPOSED FOOTPATH DIVERSIONS

Scale at A3: 1:2,500

Drawing No:	Rev:
PROW_DIV_FIGURE 1	V2

Drawn:	Chk'd:	App'd:	Date:
JW	AW		16/11/17

Filename: K:\5004 - Information Systems\60538739 Southmoor Havant\02_Maps\Planning\PROW Diversion Planning App\PROW_DIV FIGURE 1 Public Rights of Way and Proposed Footpath Diversions.mxd

Appendix F Proposed Public Rights of Way Routes

The information supplied is given in good faith as a guide to locating underground apparatus. Its accuracy cannot be guaranteed, nor does it include comprehensive information about the existence or location of service pipes or cables to individual premises.The responsibility for locating and avoiding damage to apparatus on site shall be that of the person proposing to excavate in the street who shall be liable to the apparatus owner and any third party who may be affected in any way for any loss or damage caused by their failure to do so.

Depot

Havant. 49

Drain

Havant. 51

Langstone

Flint

House

13m

Havant. 46

Havant. 49

Budd's

Wall

Havant. 45

Havant. 45

Havant. 131

Buddswall

Lake

South Moor

Drain

Drain

Drain

Drain

Havant. 45

Havant. 45

Mean High Water

0 150 300 m

N

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Project Title:

SOUTHMOOR ASSET IMPROVEMENT OPTIONS APPRAISAL AND BUSINESS CASE

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Fax. 0115 9817 743

ENVIRONMENT AGENCY

LEGEND

Public Right of Way

Issue/Revision:

I/R	Date	Description

AECOM Internal Project No:

60538739

Drawing Title:

PROPOSED
PUBLIC RIGHTS OF WAY

Scale at A3: 1:3,000

Drawing No:			Rev:
PROW_DIV_FIGURE 3			V1
Drawn:	**Chk'd:**	**App'd:**	**Date:**
JW	AW		08/11/17

Filename: K:\5004 - Information Systems\60538739 Southmoor Havant\02_Maps\Planning\PROW Diversion Planning App\PROW_DIV FIGURE 3 Proposed Public Rights of Way.mxd