

Policy Unit 5API01 Langstone Harbour entrance to Portsmouth Harbour entrance (harbour)

Summary description of Policy Unit

This unit covers the Portsea Island frontage shared by Portsmouth and Langstone harbours, and excludes the open coast lengths. Within the extensive tidal floodplain are the heavily developed and populated conurbations of Portsmouth City that comprise residential and MOD properties and facilities, as well as a number of former landfill sites, sewage works and associated critical infrastructure. There are also the commercial operations of the Cross Channel Ferry Port and other industries. The majority of the existing defences are maintained by the Local Authority; a significant proportion of the remainder are owned and maintained by the MOD, with short lengths that are privately owned. There are critically important transport network and infrastructure connections between Portsea Island and the mainland. Analysis of shoreline erosion (see Appendix C5) indicates the rate and scale of coastal processes are less within the harbours than on the open coast. Significant proportions of the intertidal habitats within Portsmouth and Langstone Harbours are of International, European and national nature conservation importance, and support the nearby and adjacent SPA/Ramsar sites. Heritage assets include Scheduled Ancient Monument, Conservation Areas, registered Parks and Gardens, historic and listed buildings, and maritime features. This frontage has been assessed in the approved Portsea Island Coastal Defence Strategy, which has recommended a HTL policy for the frontage.

Final policy options

SMP1 Ref n/a

Epoch 1 From Present Day (up to 2025)	Epoch 2 Medium Term (2025 to 2055)	Epoch 3 Long Term (2055 to 2105)
Hold the Line	Hold the Line	Hold the Line

Summary of rationale behind final policy options

The final policy options are consistent with the approved Portsea Island Coastal Defence Strategy.

The long-term policy recommendation for both the harbour frontages of Portsea Island is to maintain, sustain and improve the current standard of the defences. Such works would provide considerable economic and societal benefits to the heavily developed and populated conurbations of Portsmouth City that comprise substantial numbers of residential properties, MOD facilities, cross-harbour transport networks and associated infrastructure, open spaces and heritage sites and features. The commercial operations of the Cross Channel Ferry Port, heritage assets and amenity open spaces, would also benefit from ongoing flood protection. The majority of the existing defences are maintained by the local authority or MOD with short lengths in private ownership. On the eastern side of Portsea Island the recreation and amenity open spaces also provide an important habitat function as a component of the Solent-wide network of wildfowl and wader high tide roost sites, which will be protected behind managed defences.

Due to the environmental designations within Langstone and Portsmouth Harbours,

holding the defence line will continue to contribute towards the loss of European and national nature conservation designated habitats such as inter-tidal foreshore habitats, through coastal squeeze. These losses will need to be mitigated within the same designated area or compensated for elsewhere and delivered through the Regional Habitat Creation Programme. Opportunities for habitat mitigation and compensation have been detailed within the Appropriate Assessment of the final policies.

Policy changes through Public Consultation

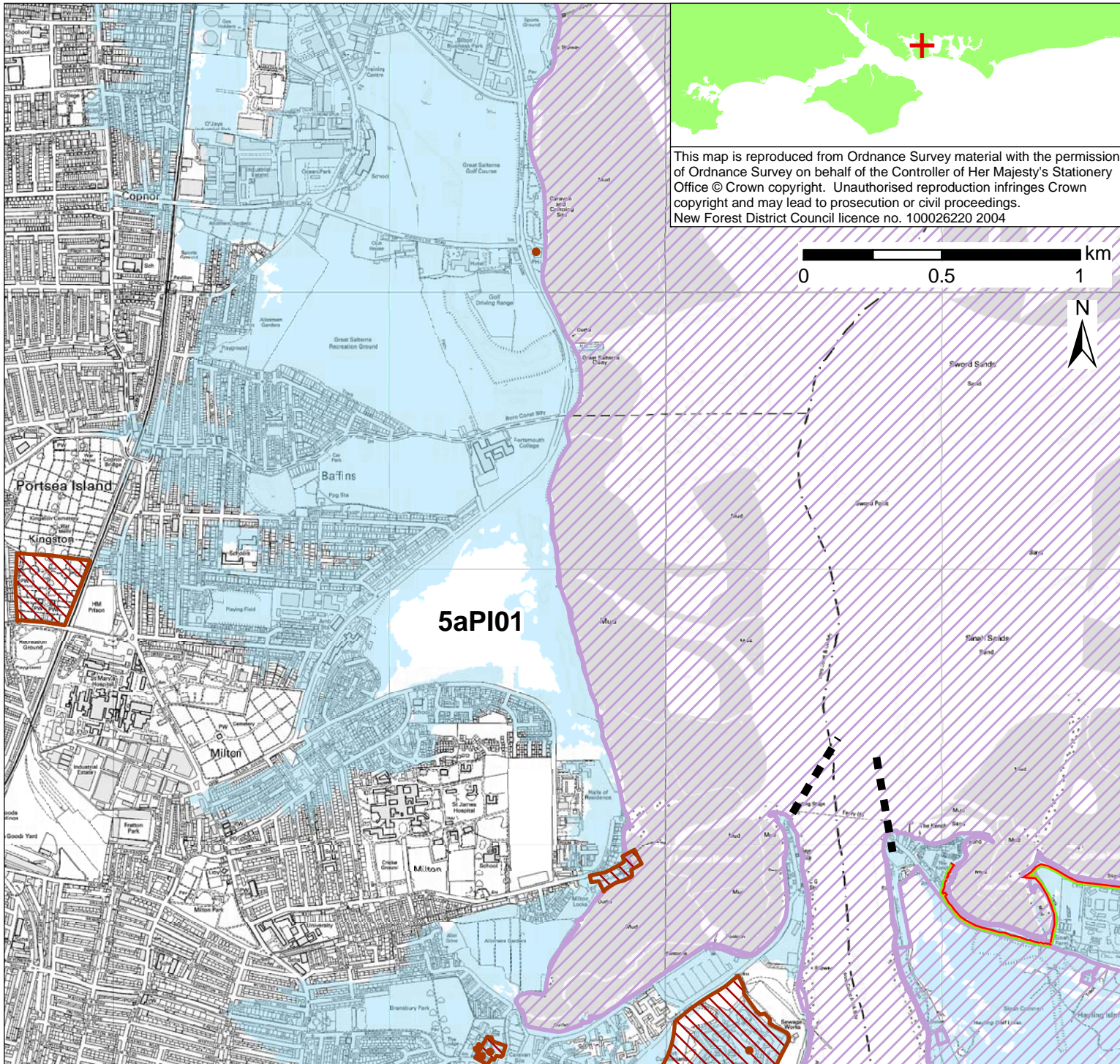
None

Funding

It is likely that central government funding could be secured for majority of identified works, as determined through the approved Portsea Island Coastal Defence Strategy. As long as the MOD continue to own and occupy sites on Portsea Island, funding the identified maintenance and improvement works may also need to be secured through the MOD.

Further Studies (identified in Action Plan)

Conclusion and approval of Portchester to Emsworth Coastal Defence Strategy
Portsmouth Harbour entrance to Portchester Flood and Coastal Erosion Risk Management Strategy

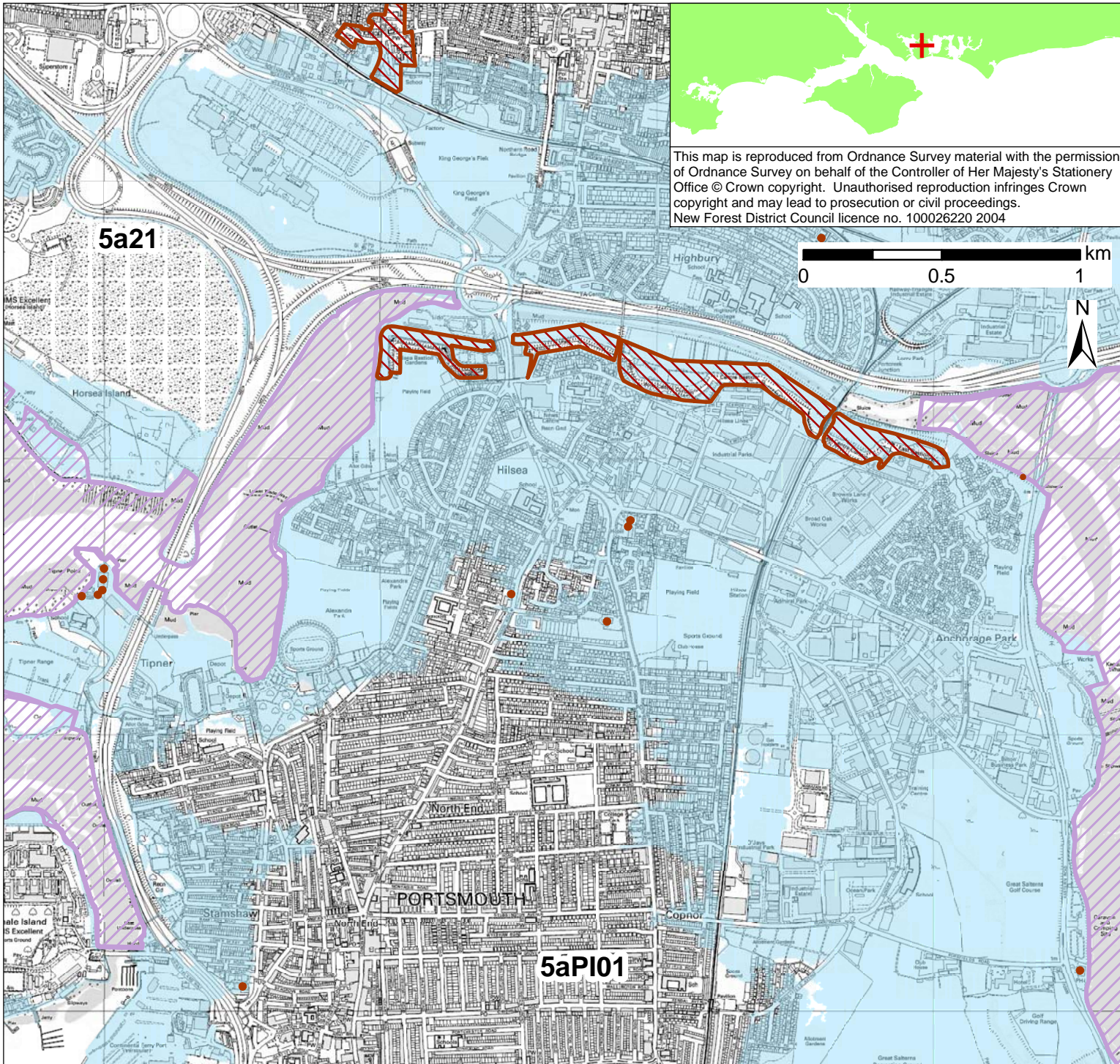


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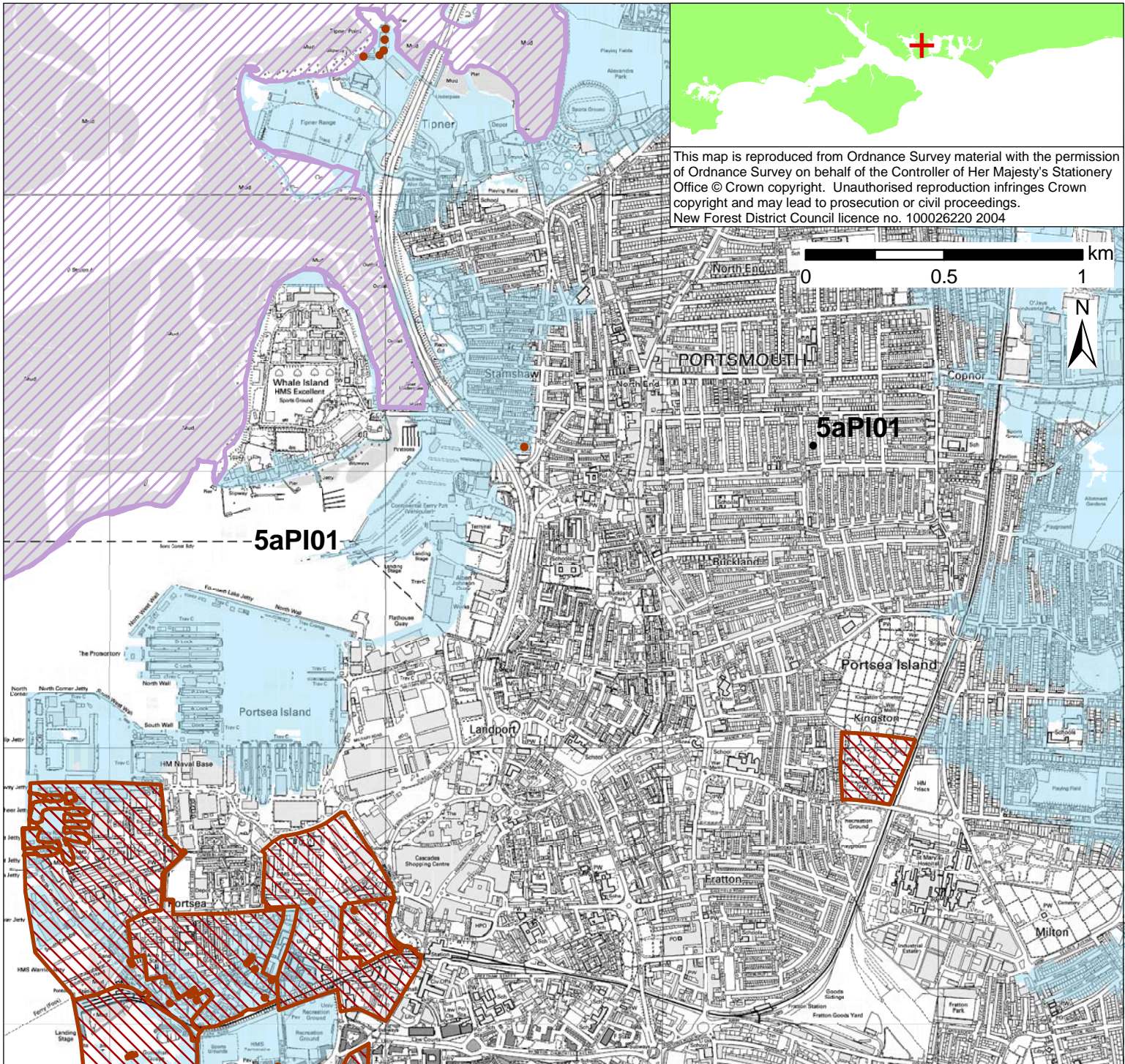
- Indicative erosion zone up to 2025
- Indicative erosion zone up to 2055
- Indicative erosion zone up to 2105
- Policy Unit Boundary
- International / National Designations
- Important Heritage Sites
- 2115 Indicative Floodplain (1 in 200 year) provided from PUSH



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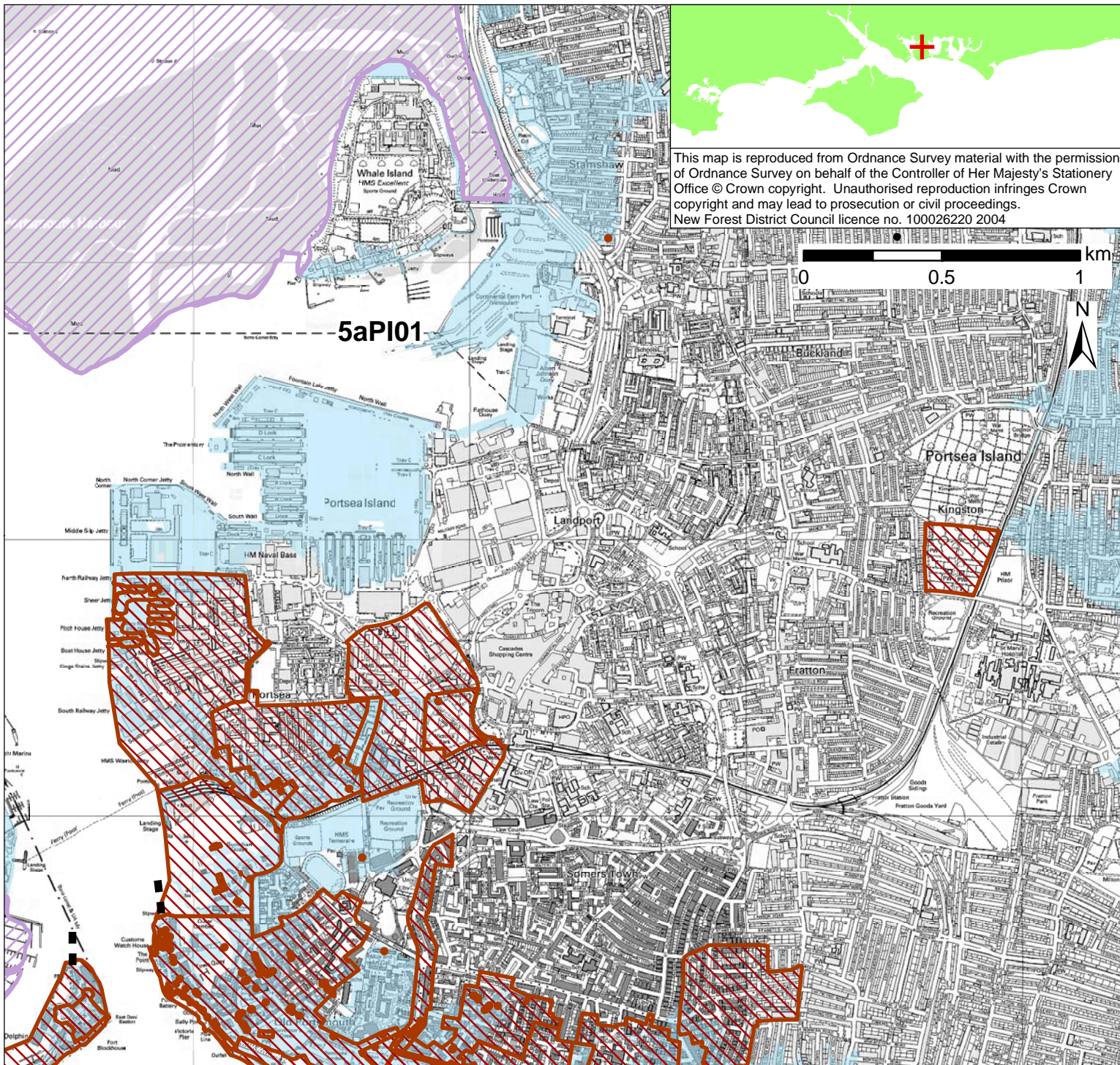


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