YOU SAID, WE DID
PRE-PLANNING EXHIBITION

FEBRUARY 2019
Floods at Clarendon Road

* 1930’s waves breaking over wall at Clarence Pier

* Interwar photograph of Clarence Pier (1930’s)

Floods at Green Road

* Aerial view from 1960’s of naval memorial showing jetty and cellular groynes.

1960’s aerial view east over South Parade Pier

* 1960’s aerial view west from Eastney

* 1960’s Aerial view of Southsea Castle
The Southsea Coastal Scheme is a Portsmouth City Council project and is being delivered through the Eastern Solent Coastal Partnership.

Shared Vision
We have worked together to provide a design which will secure the future of Southsea from coastal flooding, whilst providing opportunities for further regeneration and new uses of the seafront.

- Balfour Beatty have provided expert construction advice to the design process
- Arup, supported by Ramboll, have led the technical design
- The Environment Agency and Wessex Archaeology have brought their specialist expertise to help us protect and enhance the historic and natural environment
WHY WE NEED TO BUILD THE SCHEME

Need for the scheme

Existing sea defences are between 50 and 100 years old and are failing. They do not provide enough protection against flooding and need to be replaced and improved.

The policy along the Southsea seafront is to ‘Hold the Line’, which means we need to keep the coastline in the same place.

Time is running out. In 2015 the existing sea defences were assessed. They were not expected to last more than 10 years in their current condition.

What is at risk

There are 8,077 residential properties in the flood cell

4,114 residential properties at risk from flood water

704 commercial properties and 74 listed structures

16 residential properties at risk of coastal erosion

3 scheduled monuments and 74 listed structures

4 critical access routes at risk from flood water

8,077 homes and 704 commercial properties in Southsea are at risk from coastal flooding. The effects of climate change are expected to increase this risk further over the next century.

Area at risk

The map below shows the area of Southsea which is at risk from a major flood event.

Historic storm events

Throughout history, major storms have caused severe flooding in Portsmouth. In recent years waves have regularly washed over the top of existing defences and there have been several major failures along the frontage, increasing the risk of flooding and costing over £1m in repair works.

Significant storms are expected to happen again, and climate change is expected to increase the intensity and frequency of major storms.

Managing our coast is becoming increasingly important as sea levels rise and our climate changes.
Feedback and support from the local community is vital for the success of the project. We’ve been talking to local residents and businesses as well as statutory bodies and other stakeholder groups throughout the course of the project.

**2012 Seafront masterplan consultation**

The masterplan sets out policy for what type of development is appropriate and acts as a guide for future council investment in the area.

This policy has been considered from the start of our project.

Comments from the masterplan consultations told us you wanted to see:

- Better transport connections to the rest of the city
- More cultural venues
- More outdoor activities - for use by the whole community

**2014 Public Consultation**

We consulted on the Outline Design Concept and your feedback helped us to start the design process. You felt that the seafront is a community place for everyone.

- 89% said that there is a need for new coastal defences
- 86% supported the leading coastal defence options

**WHEN USING THIS COASTLINE, WHAT IS IMPORTANT TO YOU?**

71.5% think the city council should invest in enhancements.
2017 Engagement Events

Our 2017 engagement events helped us to identify the main uses of the different sections of the seafront and what people value. Most people agreed that the work to improve the seafront defences is needed to be undertaken and felt it should be sympathetic to the existing character of the seafront. Many said that defences should look natural and should avoid the overuse of concrete.

How have your views helped shape our proposals?

<table>
<thead>
<tr>
<th>THEME</th>
<th>IN 2017 YOU SAID</th>
<th>SUMMER 2018 PROPOSALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use of seafront</td>
<td>You use the seafront for dog walking, eating, outdoor events, and sea views.</td>
<td>The promenade will be retained along the whole seafront.</td>
</tr>
<tr>
<td>Access</td>
<td>Current access is good and should be retained and allow additional disabled access.</td>
<td>The design kept the same number of access points and will continue to meet disabled access legislation. Access was also improved where possible.</td>
</tr>
<tr>
<td>Vehicle access</td>
<td>Opinions were mixed: some prefer more vehicle access while some prefer removing vehicle access.</td>
<td>Proposals for further public consultation included some designs that retained current vehicle access and some that offered pedestrianisation.</td>
</tr>
<tr>
<td>Look and feel</td>
<td>Existing character and natural feel should be retained.</td>
<td>The designs were revised to reduce the concrete footprint of the structures and to include a more natural beach environment.</td>
</tr>
<tr>
<td>Cafés and restaurants</td>
<td>Current provision is excellent and should be retained.</td>
<td>Opportunities for café and retail premises were incorporated into the proposed designs.</td>
</tr>
<tr>
<td>Facilities</td>
<td>Existing facilities should be retained and enhanced where possible.</td>
<td>The designs provided opportunities for enhanced facilities in future.</td>
</tr>
<tr>
<td>Cycling provision</td>
<td>Feedback showed the desirability of changing the cycle lane to run along the promenade and more bicycle parking.</td>
<td>Improved cycle lanes were included as options in various areas of the seafront.</td>
</tr>
</tbody>
</table>
**Overview**

Based on your feedback from the summer 2018 consultation, we’ve revised our plans further and acted on the feedback you gave us.

**Objectives for the scheme:**

- Reduce the risk of coastal flooding and erosion to properties for the next 100 years
- Protect heritage sites, areas of public open space, and environmentally designated sites
- Retain public access to the coastline and, where possible, enhance the seafront
- Preserve the unique character of Southsea
- Meet the needs of the local community
- Open up opportunities for further regeneration along the seafront

**Design proposals:**

- **Long Curtain Moat**
  - Primary defence: Vertical wall
  - Secondary defence: Existing high ground and bund
  - Beach management: Natural processes

- **Pyramids**
  - Primary defence: Stepped revetment
  - Secondary defence: Vertical wall with landscaping
  - Beach management: Beach nourishment

- **Clarence Pier**
  - Primary defence: Existing sea wall
  - Secondary defence: Set back bund

- **South Parade Pier**
  - Primary defence: Rock revetment
  - Secondary defence: Vertical wall
  - Beach management: Beach nourishment

- **Southsea Common**
  - Primary defence: Stepped revetment
  - Secondary defence: Set back earth bund
  - Beach management: Beach nourishment

- **Canoe Lake and Rose Gardens**
  - Primary defence: Stepped revetment
  - Secondary defence: Mix of high ground, bund and vertical wall
  - Beach management: Beach nourishment

- **Southsea Castle**
  - Primary defence: Rock armour revetment
  - Secondary defence: Existing high ground and vertical wall
  - Beach management: Natural processes

- **Eastney Esplanade**
  - Leave area for 50 years, but with ongoing beach monitoring and management where required.

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- **Eastney Esplanade**
  - Leave area for 50 years, but with ongoing beach monitoring and management where required.
What you said:

- In this area, respondents were mostly concerned about the preservation of heritage assets.
- They also wanted the existing sea views to be protected from the promenade.
- There was a demand for better cycling provision in the area, along with an assurance that access for disabled users would be maintained and enhanced.

What we have done:

- Consulted extensively with Historic England and the council’s conservation officer on a design that complements existing structures.
- New sea defences will be built to ensure equal access is provided to all seafront users.

What has been considered or is still being assessed:

- Currently cycling is not allowed along the promenade in this area.
- A wider promenade could potentially accommodate a shared space arrangement, however this is subject to further discussion with stakeholders.
What you said:

- There was a desire to improve the promenade, deliver environmental enhancements and protect sea views in this area. Other suggestions were mixed, with concerns about parking, road use, cycling and disabled access all featuring.
- A significant number of people were keen to see the whole area re-developed.
- The feedback given on pursuing a flood defence option along the coastline was relatively mixed, with no clear preference given.
- In general, respondents were comfortable with the solution and understood the reasons why it had been chosen, but also expressed a desire for an overall improvement of the environment in this area.

What we have done:

- The proposed design leaves opportunities for future regeneration open in this area.
- Design includes retaining existing car park, with opportunities for expansion in future if the council wishes to pursue them.
- Frontage is due to be completed last, to allow for regeneration and flood defence solutions to be explored.

What has been considered or is still being assessed:

- Wider regeneration of this area sits outside the remit of our scheme.
- The majority of the roads in this area sit outside our scheme, so future cycling provision is subject to further discussion with relevant stakeholders.
Beach replenishment will widen the existing beach and a long-term management plan will be implemented to maintain the level of shingle annually. The defence will also be set back from current alignment to help retain the beach. A stepped revetment defence will provide continuous beach access across the frontage, with steps kept out of the tidal zone and mostly covered by shingle in normal conditions. Promenade and road will both be raised meaning no interruption to sea views. The promenade will be raised by around 1.5m (5ft). One way road and parking bays retained with sloped grass bund leading to the common.

**What you said:**
- A majority of people wanted to keep the road.
- Respondents were happy with a one-way system as long as parking was retained.
- Nearly a quarter of people wanted to keep views from the promenade and the road.
- Provision for cyclists is important with demand for a designated cycle-lane.
- Keen to see monuments returned as near as possible to original location, with a preference for them to be on the common side of the promenade.
- Slight preference for a terraced bund over a sloped one.

**What we have done:**
- Kept the road and retained majority of on-street parking.
- Defences will be built with the ability to pedestrianise in future if wanted.
- Ensured that the promenade and road are both raised to retain and enhance sea view views.

**What has been considered or is still being assessed:**
- Historic England and the council’s conservation officer have advised they would like the monuments kept on the beach side of the promenade so that they retain their connections with the sea.
- Terraced bund would be more difficult to maintain so sloped option is preferred.
- The possibility of cycle lane to be assessed.
**Proposal in this area**

Rock armour, backed up by a 1.1m (3.5ft) upstand wall will provide the primary defence. The wall will be replaced by handrails in front of Southsea Castle. Some areas of the promenade will be raised by around 1m (3.3ft). Other areas are already high enough and will be repaired, resurfaced and widened as appropriate. Secondary defences such as a grass bund or concrete wall will be put in place where high ground doesn’t currently exist.

**What you said:**

- In this area, respondents were mostly concerned about preserving the important heritage assets.
- They were also keen to see that the materials used in construction were sympathetic to the historic environment.
- There was a demand for better cycling provision in the area including a dedicated cycleway, along with an assurance that access for disabled users would be maintained and enhanced.

**What we have done:**

- Consulted heavily with Historic England and Portsmouth City Council’s conservation officer.
- New sea defences will be built to ensure equal access is provided to all seafront user.
- For example, a more gradual incline around the castle has been designed to increase accessibility.

**What has been considered or is still being assessed:**

- Currently cycling is not allowed along the promenade in this area.
- A wider promenade could potentially accommodate a shared space arrangement, however this is subject to further discussion with stakeholders.
Beach replenishment will widen the existing beach and a long-term management plan will be implemented to maintain the levels of shingle as and when required. A stepped revetment defence with a buried rock toe will provide continuous access across the frontage, designed to be kept out of the tidal zone and covered by shingle in normal conditions. Increase the height of the promenade by around 1m (3.3ft). Upstand wall on landward side, with access points and ramps. The height of this will be around 0.5m (1.6ft) above the new promenade.

**What you said:**
- Protection of sea views and improving the promenade were the most important factors in this area.
- A diverse set of other suggestions were received. Cycling provision and disabled access scored highly, and there was also an emphasis on how the scheme could facilitate improvement of the Rock Gardens and/or redevelopment of the Pyramids Centre site.
- There was some concern that the stepped revetment could make it more difficult to access the beach.

**What we have done:**
- Have included a larger beach in the new designs, which means defence heights can come down further. The beach will also be designed to sit along the first couple of revetment steps under normal conditions.
- The entire promenade will be raised to ensure there is no need for a wall that would restrict access to the beach.
- Ramps will be included to ensure equal access to the promenade and down to the beach.

**What has been considered or is still being assessed:**
- Any potential redevelopment of the Pyramids Centre sits outside of our scheme.
- We will work with the parks service and the Friends of the Rock Gardens on the planting to be used between the sea defences and the Rock Gardens.
- The scheme will also reduce the risk of the Rock Gardens and the Pyramids Centre flooding.
- Currently cycling is not allowed along the promenade in this area. The prom could potentially accommodate a shared space arrangement, however this is subject to further discussion with stakeholders.
**Proposal in this area**

A stepped revetment defence with a buried rock toe will provide continuous beach access across the frontage, designed to be kept out of the tidal zone and covered by shingle in normal conditions. The promenade will be raised by around 0.5m (1.6ft), with a further 0.5m (1.6ft) stepped defence on seaward edge.

Promenade will be graded so that it meets the existing access levels at South Parade Pier. Advisory cycle lanes proposed along South Parade.

**What you said:**

- In this area, respondents were mostly concerned about the retention of sea views and the use of walls and rock in the design of the defences.
- They were also keen to see the promenade improved, and the road retained.
- There was a demand for better cycling provision in the area including a dedicated cycleway, along with an assurance that access for disabled users would be maintained and enhanced.

**What we have done:**

- Revised the design to reduce the use of walls and bury any rocks under the shingle.
- Reduced the increase in promenade height so that sea views are retained.
- New sea defences will be built to ensure equal access is provided to all seafront users.

**What has been considered or is still being assessed:**

- Cycle lanes will be included in this area, however the final traffic arrangements are still to be finalised.
- This is subject to further discussion with stakeholders.
Beach replenishment will extend the existing beach and a long-term management plan will be implemented to maintain the level of shingle as and when required. A stepped revetment defence with a buried rock toe will provide continuous access across the frontage, designed to be kept out of the tidal zone and covered by shingle in normal conditions.

Majority of promenade and road both raised by around 0.5m (1.6ft) meaning no interruption to sea views. Two-way road kept with dedicated cycleway. Some on-street parking and existing car park retained. Dwarf walls, grass bunds, flood gates or existing high ground provides secondary protection.

What you said:
- There was concern regarding the displacement of traffic and parking if pedestrianisation was chosen design.
- There was desire for investigation of a one-way option if some parking could be retained along the seafront.
- Dedicated cycling provision including a cycleway.
- Retention of sea views, enhanced where possible.
- A desire for environmental enhancements.

What we have done:
- Two-way vehicle access has been kept along the seafront along with some parking spaces.
- Because of this the one-way option no longer needs to be investigated.
- Ensured that the promenade and road are both raised to retain and enhance sea view views.
- A segregated cycleway has been included.

What has been considered or is still being assessed:
- We are currently considering a range of environmental enhancements that could be included in this area and in other areas of the seafront.
No major work carried out in this area for approximately the next 50 years. Long-term beach management and monitoring plan put in place to ensure adequate flood protection remains in place.

**What you said:**
- The strongest preference for this section was to rely on the beach as the flood defence, which would maintain the unique natural character of the area.
- There was some concern surrounding funding should work be postponed, as it is unclear whether money will be available in future.
- Worry that this area could look ‘left behind’ if the rest of the seafront is upgraded.
- A desire to improve the cycle provision.
- Important to maintain sea views and the unique natural environment.

**What we have done:**
- Further research has been carried out to establish the viability of using the existing beach for flood protection. This confirmed our initial findings which means that major work doesn’t need to be carried out now.
- The sea views are being maintained.
- The unique natural environment is being maintained.

**What has been considered or is still being assessed:**
- Funding for resurfacing of the promenade is being looked into so that there is a uniform feel along the seafront.
- It is recommended that the cycling provisions are reviewed alongside this.
Applications made by the Scheme will be publicly available once they have been submitted to the relevant body. Links will be available on the Southsea Coastal Scheme website.
Outline business case submitted

We submitted an outline business case, based on the policies set out in the North Solent Shoreline Management Plan (2010), the Portsea Island Coastal Strategy (2012) and previous option appraisals (2013-15), to central government to unlock funding for design development.

Design development

£5.9 million of funding was approved, allowing us to begin developing the designs further. As part of the process we gathered information on all the constraints and opportunities along the entirety of the seafront, along with the national and local policies that affect it.
Planning and funding submission

The design will be submitted to Portsmouth City Council for planning approval. Also, a ‘Full Business Case’ will be sent to central government to unlock funding for construction.

This will be assessed by the Environment Agency, DEFRA and HM Treasury to ensure value for money.

Construction could begin

Construction could start in late 2020. The exact date is not set as it is dependent on many factors, including planning permission and funding.

The scheme will build the frontages in phases, so it will not encompass the entire seafront at one time. Until funding is secure and the design is final, the phasing of each frontage will not be confirmed.