

# Appendix A:

The Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) and  
Town and Country Planning (Environmental Impact Assessment) Regulations 2011: Scoping Opinion



Marine  
Management  
Organisation



Portsmouth  
CITY COUNCIL

**The Marine Works (Environmental Impact Assessment) Regulations  
2007 (as amended) and  
Town and Country Planning (Environmental Impact Assessment)  
Regulations 2011: Scoping Opinion**

**MMO Ref:** MLP/2014/00181

**PCC Ref:** 14/00514/EIASCO

**Date:** 20<sup>th</sup> August 2014

**Title:** North Portsea Island Coastal Flood and Erosion Risk Management Scheme

**Applicant:** Eastern Solent Coastal Partnership

**Address of applicant:** Coastal Team, Havant Borough Council, Southmoor Depot & Offices, 2 Penner Road, Havant, PO9 1QH

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## 1. Summary

The proposed coastal defence scheme at North Portsea is required urgently in order to ensure that people, properties, businesses, potentially contaminated land and other key assets behind the existing coastal defence are protected from extreme tidal flood events and coastal erosion.

## 2. Location

Portsea Island is located on the south coast of England, within Hampshire, lying between Portsmouth and Langstone Harbours. The Island is separated from the mainland by Ports Creek, and is crossed by a railway and several road / pedestrian bridges.

## 3. Background

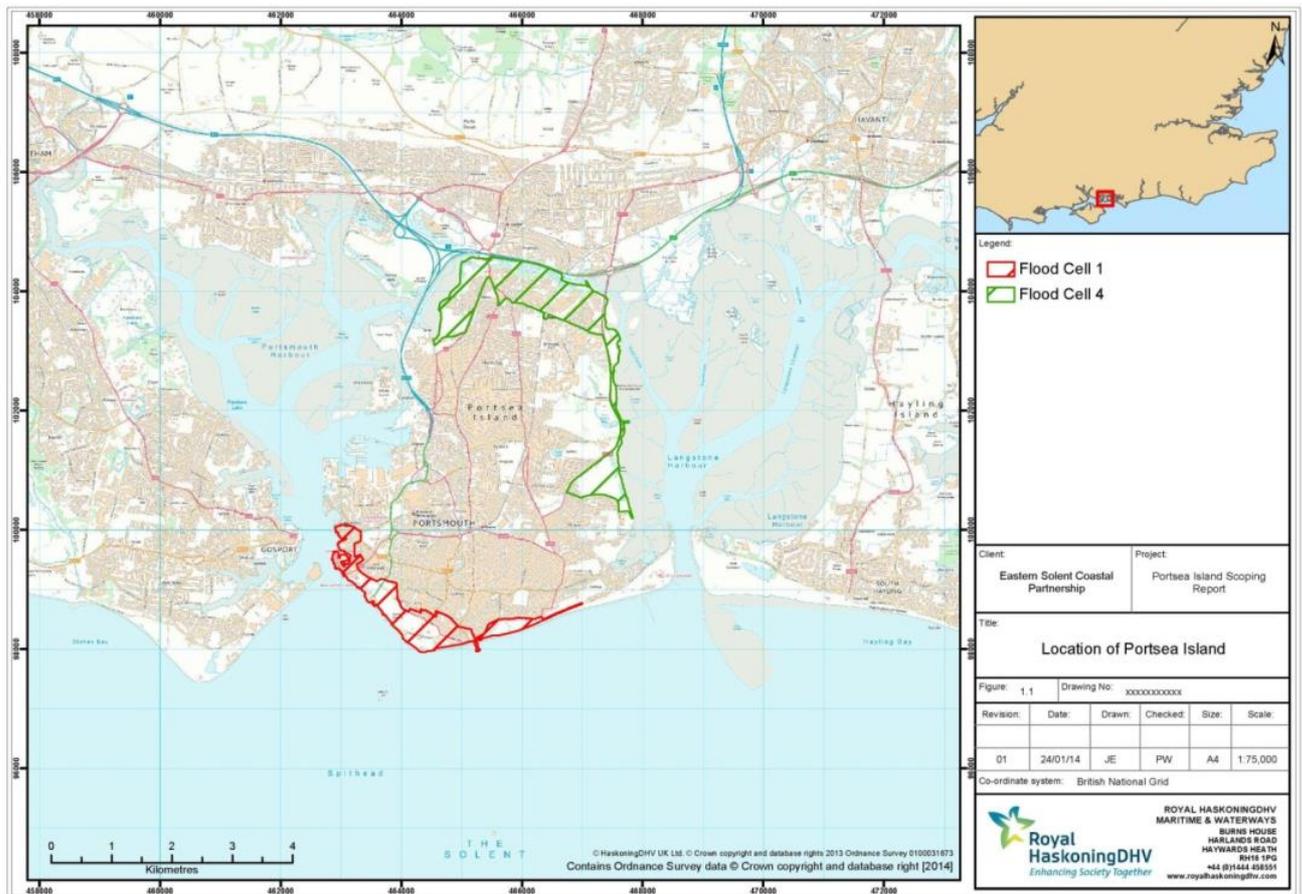
In May 2012, Defra approved the Portsea Island Coastal Strategy Study (ESCP, 2008) which identified that the City of Portsmouth is at significant risk of flooding and that coastal defence schemes in the following flood cells should be undertaken within the next 10 years. The project aims to help secure the future and heritage of the City of Portsmouth for the next 100 years and beyond by identifying, appraising and designing preferred Coastal Flood and Erosion Risk Management (CFERM) scheme options to protect the city from coastal flooding and erosion. The project is split into two separate Flood Cell's encompassing (**Figure 1**):

- Flood Cell 1: Southsea (Long Curtain Moat to the Royal Marine Museum);
- Flood Cell 4: North Portsea (The Mountbatten Centre to, and including Milton Common).

The outline designs for Flood Cell 1 and Flood Cell 4 are being progressed in parallel as part of a single overall project; however Flood Cell 4 is being progressed under an accelerated programme to ensure priority works can commence in 2015.

This document consists of the Marine Management Organisation (MMO, as Appropriate Authority) and Portsmouth City Council (PCC, as Local Planning Authority) joint Screening and Scoping Opinion for **Flood Cell 4** of the North Portsea Island CFERM Scheme.

**Figure 1: The separate flood cells of Portsea Island**



## 4. Proposal

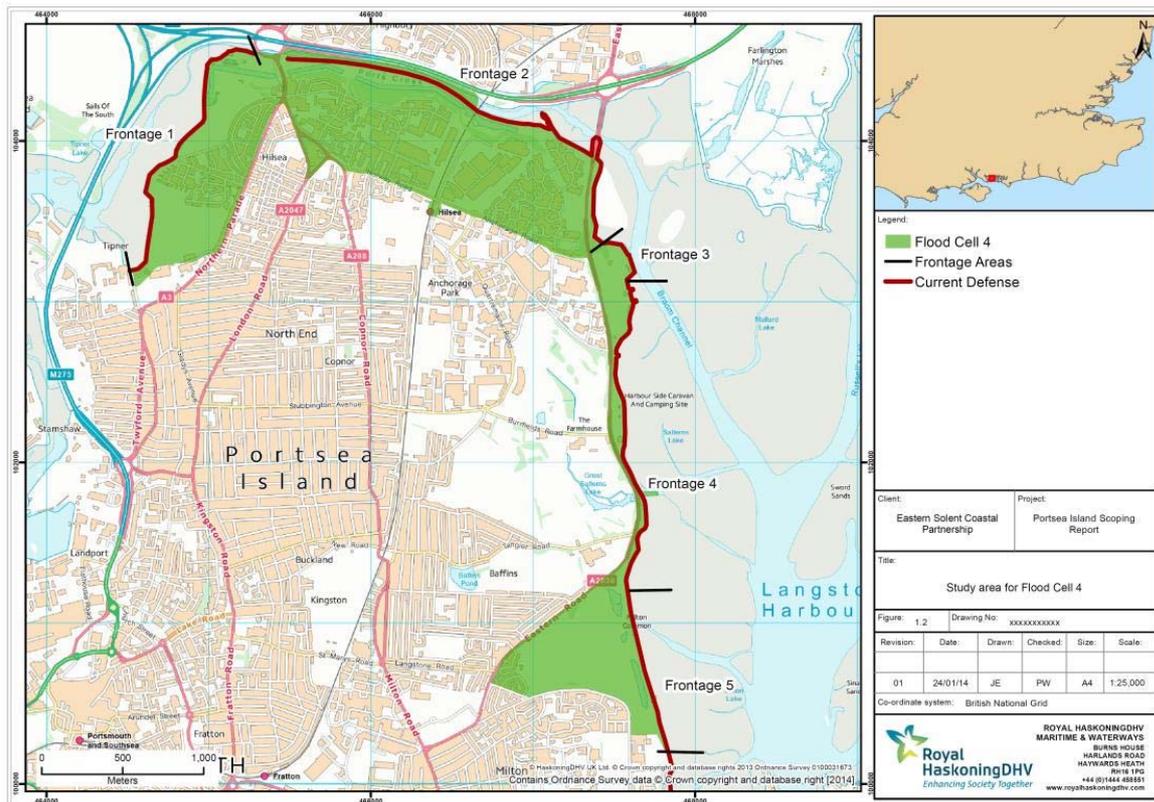
The construction activities will be phased and programmed over a ten year period, due to the scale of the frontage (8.2km). The proposed coastal defence works would involve the refurbishment, consolidation or removal of existing structures and associated works. In some instances, redundant structures may also be removed, to re-establish mudflats for the benefit of the wider environment.

A number of different design options have been identified for **Flood Cell 4** these coordinate with the separate frontages (and phasing programme) shown in **Figures 2 & 3**; the main options considered include:

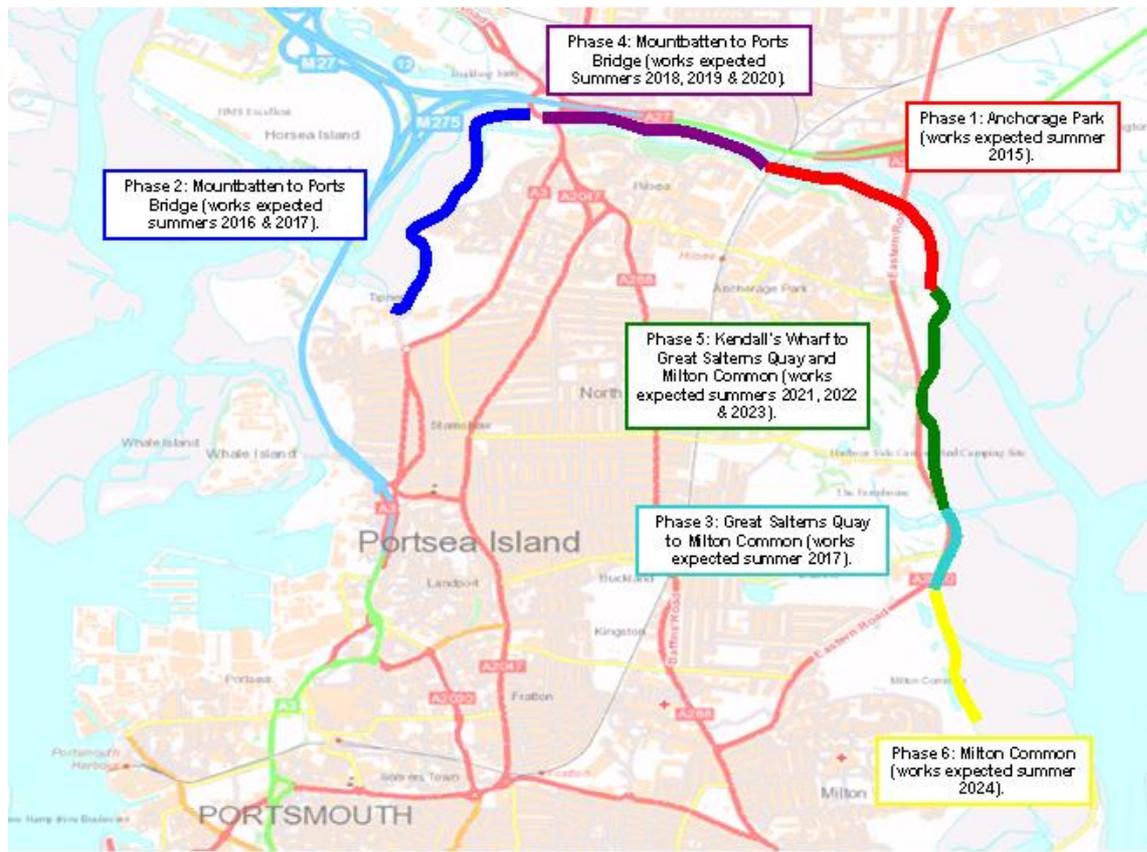
- Construction of the sea walls to a higher level;
- Building a flood embankment;
- Raising the crest level of the embankments;
- Raising the crest level of the sea walls;
- Replacing the existing sheet pile walls;

- Building splash walls;
- Construction of wave return walls;
- Re-profiling of the embankment;
- Construction of new sea walls, and
- A hybrid option of the above.

**Figure 2: Flood cell 4 and the separate frontages**



**Figure 3: Proposed phasing of works at North Portsea Island**



## 5. Screening

The MMO have concluded that the proposed development constitutes a project that falls under Annex II 10 (k) of the Marine Works (EIA) Regulations 2007 (as amended): *'Coastal work to combat erosion and maritime works capable of altering the coast through the construction, for example, of dykes, moles, jetties and other sea defence works, excluding the maintenance and reconstruction of such works'* of Council Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.

Annex III Section [2(iv)] refers to the proximity of the project relative to nature reserves; the site is located within the Solent and Southampton Water SPA and Ramsar Site, and the Lee-on-Solent to Itchen SSSI.

In addition, PCC have concluded that the proposed development constitutes a project that falls under Schedule 2, Infrastructure Project, 10 (m) of the Town & Country Planning (Environmental Impact Assessment) Regulations 2011: '*Coastal work to combat erosion and maritime works capable of altering the coast through the construction, for example, of dykes, moles, jetties and other sea defence works, excluding the maintenance and reconstruction of such works*'.

The MMO and PCC have determined that a statutory Environmental Impact Assessment (EIA) under the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) and the Town & Country Planning (Environmental Impact Assessment) Regulations 2011 is required for the proposed project.

## **6. Scoping**

The following document was submitted in support of the request for a scoping opinion:

- North Portsea Island Coastal Flood and Erosion Risk Management (CFERM) Scheme: Environmental Scoping Report. Eastern Solent Coastal Partnership, June 2014.

The following sections respond to the chapters set out in that report and represent the joint response from the MMO and PCC.

## **7. EIA deferral**

The MMO has the power to defer its authority under Section 10(b) of the Marine Works (Environmental Impact Assessment) Regulations 2007. For the MMO to discharge this provision, it must be satisfied that the marine impacts of the proposal have been fully considered. The MMO reserves the right to rescreen the project at any stage during the process if it determines that this has not been undertaken to an adequate extent.

## **8. Consultation**

In considering the documents supplied, the MMO and PCC consulted with internal advisors and those bodies considered appropriate due to their environmental responsibilities; those that responded were:

- Environment Agency;
- Langstone Harbour Board;
- Queens Harbour Master (Portsmouth);
- Marine and Coastguard Agency;

- Natural England;
- English Heritage;
- Royal Yachting Association, and
- Trinity House.

## 9. Planning policy context

Due to the location of the proposed works (and further to the planning policy context set out in the scoping report), the Environmental Statement (ES) also needs to have regard to the South Inshore Marine Plan Area. This is third area in England to be selected for marine planning. The MMO expects to release a consultation draft of the marine plan for formal representation in the winter 2015-16. Until the plan is formally adopted, the ES must also have regards to the Marine Policy Statement.

## 10. Nature conservation designations

The proposed works are located within 2km of (see **Figure 4**):

- Portsmouth Harbour - Ramsar and Special Protection Areas (SPAs);
- Chichester and Langstone Harbours - Ramsar and SPA;
- Solent Maritime Special Area of Conservation (SAC);
- Langstone Harbour – Sites of Special Scientific Interest (SSSIs);
- Portsmouth Harbour – SSSI;
- Portsdown Hill – SSSI, and
- Sinah Common, Hayling Island – SSSI.

The ES should include a full assessment of the direct and indirect effects of the development on the features of special interest within these sites.

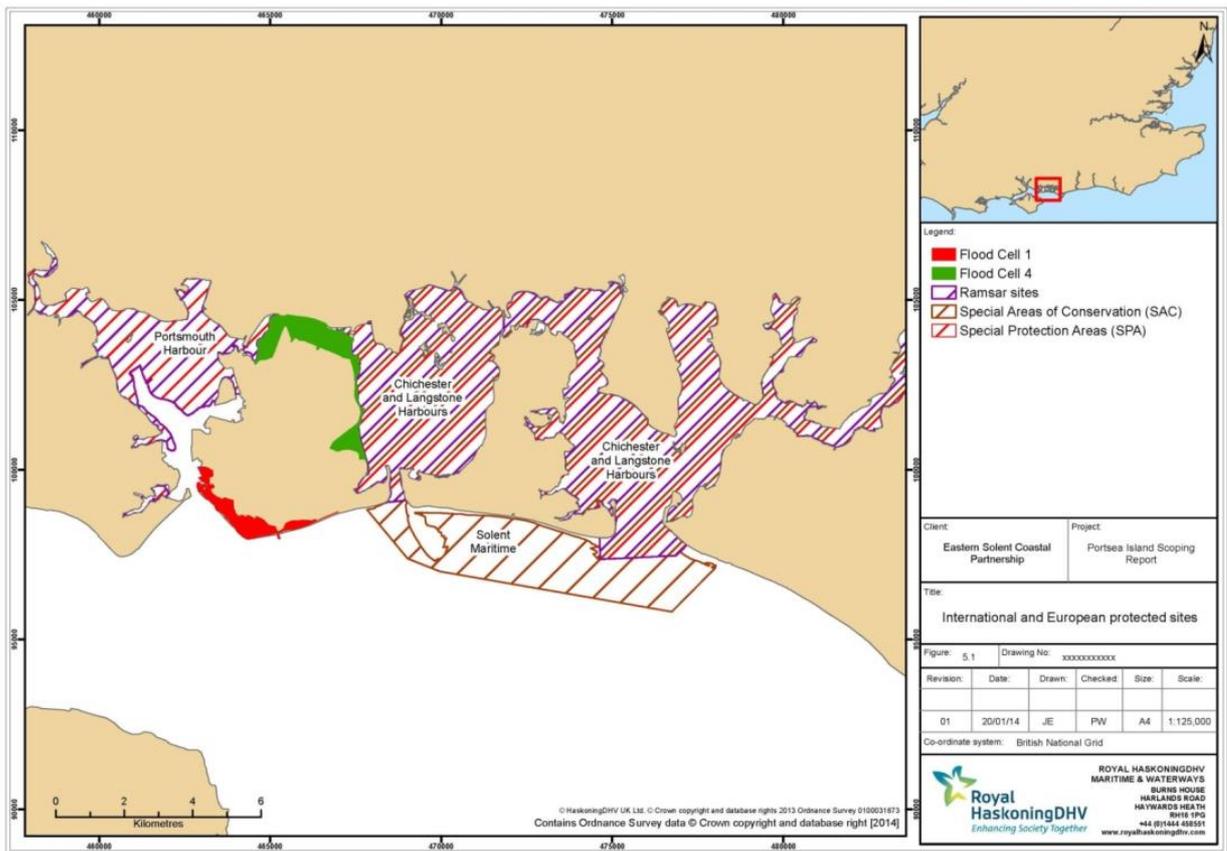
### 10.1 Protected habitats and species

The ES will also need to consider the potential impacts upon habitats or species listed within the UK's and Hampshire's Biodiversity Action Plan and suggest suitable mitigation should a negative impact arise. It is also recommended that the ES include an assessment of the environmental effects of those species and habitats on the OSPAR List of Threatened and Declining Species and Habitats.

An assessment of the potential impact upon species within the application area protected by the Wildlife and Countryside Act 1981 (as amended) or the Conservation of Habitats and Species Regulations 2010 should include:

- The species concerned;
- The population level at the site affected by the proposal;
- The direct and indirect effects of the development upon that species;
- Full details of any mitigation or compensation that might be required, and
- Whether the impact is acceptable and / or licensable.

**Figure 4:** International and European Protected Areas



## 11. Coastal process

The MMO and PCC have no comments to make upon the proposed approach at this time.

## **12. Marine water and sediment quality**

The scoping report states some coastal areas of Flood Cell 4 are adjacent to potentially contaminated land, for example Frontage 5 includes large areas of reclaimed land / landfill. The presence of contamination at Frontage 1, Frontage 2, Frontage 3 and Frontage 4 has not been assessed to date, but if present, construction works could result in the potential to remobilise, disperse and / or redistribute contaminated material and this should be assessed in the ES.

The ES needs to include details of the contaminant levels, compared to Cefas Action Level limits, for each identified determinant. The ES should include details / evidence to support the statement in the scoping report that with good practice, the potential impacts with regard to contaminated land and sediment quality are anticipated to be of minor significance during the construction phase. In addition, where the scheme is likely to result in 'benefits' then an assessment of those benefits needs to be included in the ES. This is because the ES should address all the likely significant effects, both positive and negative (please note this applies to all the chapters).

It is presumed the licenced disposal site referred to in Table 7.2 will be on land. Should the disposal of material from any phase of the project require disposal at sea, sampling will be required to assess its suitability and the ES should consider this in line with the waste hierarchy (Waste Framework Directive [2008/98/EC]). Disposal at sea is a last resort and alternatives must be considered.

## **13. Water framework directive and compliance assessment**

It is requested that an assessment is carried out under the EU Water Framework Directive (2000/60/EC) and submitted with the application for a marine licence.

## **14. Benthic ecology and marine mammals**

The proposed scheme has the potential to impact upon the intertidal benthic ecology of the area directly (due to habitat loss) and indirectly (through disturbance). The aim to minimise access to and impact upon intertidal areas during the works, and to actively seek opportunities to improve the environment, is welcomed.

Where negative impacts upon the Atlantic Saltmarsh, Seagrass and Intertidal Foreshore are unavoidable; opportunities for mitigation and enhancement should be given further consideration and included in the subsequent ES.

## 15. Fish and shellfish ecology

The proposed scheme is within a broad area used as nursery grounds by Bass (*Dicentrarchus labrax*), Tope Shark (*Galeorhinus galeus*), Plaice (*Pleuronectes platessa*), Sole (*Solea solea*), Thornback Ray (*Raja clavata*), Undulate Ray (*Raja undulata*) and Lemon Sole (*Microstomus kitt*); the proposed scheme is also within a broad area used as spawning grounds by Cod (*Gadus morhua*), sandeel (*Ammodytes tobianus*), sole, lemon sole and sprat (*Sprattus sprattus*).

The baseline data for migratory fish species refers to surveys undertaken within the Test and Itchen catchments, it is suggested that data from catchments closer to the scheme location are also used. The Environment Agency hold freshwater fish data for the River Wallington and River Meon; both rivers are known to support Salmon (*Salmo salar*), Sea trout (*Salmo trutta*), Sea Lamprey (*Petromyzon marinus*) and European eel (*Anguilla anguilla*). The information can be found in the annual Solent and South Downs Fish Monitoring Report; this report also contains information on the transitional and coastal water body (TRAC) fish surveys. Small fish survey data is also available via Langstone and Chichester Harbour Authorities. The methodology used to collect this data is consistent with the TRAC fish survey data collected by the Environment Agency.

Table 10.3 is missing the downstream movement for Sea trout which tends to be mid-March to mid-May. Some of the text is a little confusing / unclear switching between Sea Trout and Salmon. Given the location of the proposed piling, we consider it unlikely that there will be significant risk to migratory fish. However, we do not feel this should be scoped out of the assessment until the piling methodology is available. The pile dimensions, how the piles are installed and when they are installed will all influence the scale of impact.

The proposed scheme is within the Langstone Harbour native oyster (*O.edulis*) and the Portsmouth Harbour native oyster and hard shell clam (*M.mercenaria*) commercial molluscan shellfishery areas. The proposed scheme is also within approximately 1.6 km of the Langstone Harbour hard shell clam and approximately 4.5 km of the Chichester Harbour native oyster commercial molluscan shellfishery areas. The proposed works have the potential to impact commercial molluscan shellfishery areas due to increases in suspended sediment. However, the conclusion of the report is agreed, that any effects are expected to be minimal, localised and temporary.

## 16. Ornithology

The MMO and PCC have no additional comments to make upon the proposed approach at this time.

## **17. Terrestrial ecology**

The MMO and PCC have no additional comments to make upon the proposed approach at this time.

## **18. Land quality and hydrology**

The MMO and PCC have no additional comments to make upon the proposed approach at this time and refer to the comments made under section 12 - Marine water and sediment quality.

## **19. Landscape and visual environment**

The MMO and PCC have no additional comments to make upon the proposed approach at this time.

## **20. Navigational and commercial fisheries**

It is recommended any potential impacts upon navigation to and from Portsmouth Naval Base are included within the scope of the ES. In addition, the applicant should consider any impacts on other water users, both leisure and commercial. It is recommended that the applicant consult the local Inshore Fisheries Conservation Authority (IFCA) about any fisheries (commercial or leisure) and incorporate this information within the finalised ES.

## **21. Traffic and access**

The ES (and planning application) has to be explicit about the traffic and access impacts (including routes) during the construction phase. This will be particularly relevant for Phase 1 (due to its frontage to Anchorage Park) given the close proximity to residential properties and access constraints and the likely disturbance during the construction phase.

## **22. Air quality**

The MMO and PCC have no additional comments to make upon the proposed approach at this time.

## **23. Noise and vibration**

Whilst it is agreed that there are high levels of background noise throughout the flood cell, this is generally the steady traffic noise from the M27, A27 and Eastern Road. This is quite different to the more intermittent noise that results from construction and piling in particular. As such, noise should not be ruled out as a possible impact pathway solely because of existing background noise without

further investigation or mitigation. In addition, it is agreed that if sheet piling is carried out as stated in the scoping, any potential impact upon migratory fish species is likely to be mitigated. Although, it is recommended that the impacts from underwater noise on local or migratory fish resources should still be included in the ES.

Please also see comments on Section 21 - Traffic and access as there are likely to be noise disturbance to the sensitive receptors in this location.

## **24. Archaeology and historic environment**

This issue needs to recognise the two separate areas, archaeology **and** heritage. In both areas, we are of the view that neither can be 'scoped out' of the EIA at this stage (Table 19.2 suggests that no further detailed work is undertaken as part of the EIA process) and further detailed investigations / assessments are required particularly as Frontage 2 contains Scheduled Ancient Monument(s) and is a Conservation Area (Conservation Area No: 27 - Hilsea Lines).

In terms of Archaeology, it is explicit in the scoping report that there is not yet enough detail to fully distinguish between the impact of different options, and some refinement will by necessity follow. However, the scheme has an impact on nationally important archaeological remains, in particular the Hilsea Lines. It is important that the impact of the development on these Scheduled Ancient Monuments is understood, clarified and presented in a balanced manner as soon as possible as such a consideration must have the opportunity to influence the design option selected. It is recommended that the nationally important archaeological sites are more explicitly given their due weight in the considerations.

Within paragraph 19.3.2 it is clear that there are 'gaps' in the knowledge required to fully scope the options, impacts, mitigation and opportunities and it is intended addressed these at the next stage. Whilst in paragraph 19.5 it is clear that that need and scope of archaeological works will be agreed with the local archaeological advisors from the local authority and English Heritage, the potential complexity of the archaeological issues cannot be underestimated. The archaeological potential will vary from place to place and according to past development and coastal erosion, the impact of development will vary according to the design and implementation selected, and the mitigation including preliminary survey (and potentially archaeological observation of early stage geo technical works) will vary in complexity and how onerous it is. We would not recommend the use of a 'watching brief' as is set currently out in Table 19.2.

As discussed with Hannah Flunk and Ben Jervis (and as set out in the email from Hannah on 11<sup>th</sup> June), they set out the process which needs to be followed and the creation of an overall archaeological management plan and mitigation strategy (which will recognise the overall scheme but acknowledges that details will come forward at different stages). This process needs to be picked up in the ES.

As with archaeology, the report needs to be more explicit on the potential impacts on the built 'heritage' assets (the Scheduled Ancient Monuments, Listed Buildings and Conservation Area). At this stage we cannot agree that there will not be a significant impact (both positive and negative) so therefore can be 'scoped out' of the EIA process (as implied by Table 19.2). The scoping report needs to state that there will be an assessment of the likely significant effects of the proposed development with respect to the historic environment, including built heritage and the historic landscape during the construction and operational phases. The ES should also follow English Heritage's guidance on assessing the impacts on the settings of heritage assets, which can be viewed here - <http://www.english-heritage.org.uk/publications/setting-heritage-assets/>.

## **25. Amenity and recreation**

The MMO and PCC have no additional comments to make upon the proposed approach at this time.

## **26. Socio-economics**

The MMO and PCC have no additional comments to make upon the proposed approach at this time.

## **27. Coastal and flood defence**

It is recommended that the scope of the Flood Risk Assessment is discussed with the Environment Agency to ensure it meets the required standards.

## **28. Information for Habitats Regulations Assessment**

As this proposal is not directly connected with or necessary to the conservation management of the site, the Portsmouth Harbour Ramsar / SPA, Chichester and Langstone Harbours Ramsar / SPA and Solent Maritime SAC require assessment under the Conservation of Habitats and Species Regulations 2010. This process is commonly referred to as a Habitats Regulations assessment ("HRA").

Given the limited detailed information available on the final design and proposed construction methodologies for the scheme, it is the opinion of the MMO (as the lead competent authority) in partnership with PCC, that the project cannot be excluded from having a '*Likely Significant Effect*' on the SAC, SPA and Ramsar sites.

This is because there is a risk that it will affect the following features of the designated site(s):

- Over-wintering, migratory and breeding birds, and
- Intertidal habitats.

It is recommended that there should be a separate section of the ES to address impacts upon European and Ramsar sites entitled '*Information for Habitats Regulations Assessment*'. The HRA document<sup>1</sup> provided to the MMO and PCC on the 5<sup>th</sup> August provides a high-level review of the CFERM; this was not considered as part of this Scoping Opinion and we would recommend this is used as the basis for future applications.

There are also a few impact pathways that haven't been considered in Table 23.9. Permanent increase from indirect habitat loss - there is likely to be a coastal path created around and on top of the new bund at Anchorage Park. This is obviously fantastic from a recreational perspective. However, as part of it would be along European site frontage, then there could be a significant effect due to a changed pattern in recreation adversely affecting the efficiency of the habitat for SPA species. In other areas (Tipner, Trafalgar Wharf), low level screening has been used to shield bird sightlines of dogs, bike wheels etc. This could potentially be achieved through landscaping and vegetation here.

Temporary effect from pollution and contamination, caused by the construction of the new defences does not seem to have been considered as an HRA issue. Obviously it has been elsewhere in the scoping and this just needs to be referred to and in some areas of the flood cell (Milton Common in particular), great care will be needed regarding this issue.

Temporary effect due to dust from construction does not seem to have been considered. This can have an adverse effect on the vegetation in the harbours, leading to an effect in some bird populations.

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<sup>1</sup> North Portsea Island Coastal Flood and Erosion Risk Management Scheme, Habitats Regulation Assessment. August 2014. Royal Haskoning

Finally, with regards to overwintering birds, given that the works are taking place close to (and possibly affecting) an existing coastal path, it may be sensible to also consider any potential for the works to cause existing recreational users to be temporarily displaced to other areas of the coast, which may potentially result in increases in recreational disturbance in other sensitive areas some way from the project area. If the phasing of each frontage is such that the works will not take place in the winter season then this possible recreation displacement is unlikely to be a concern, but if this cannot be confirmed, further investigation may be necessary.

For your information, the Langstone Harbour Board (LHB) also own two data sets which may be of interest during compilation of the HRA. Data on the number of seals hauled out adjacent to frontage 4 is available from 2008 – present, and includes instances of Grey Seals being hauled out (as well as the Harbour Seals mentioned in the scoping study). Additionally, LHB conducts a survey of the small fish community in Langstone Harbour. A small fee may apply to this small fish data.

Further information about the interest features of the SAC, SPA and Ramsar sites is also available within Natural England's Regulation 33 advice on the Solent European Marine Site. This advice package is available for download from the following website at <http://publications.naturalengland.org.uk/publication/3194402>.

## **29. Mitigation and monitoring**

The ES should identify areas where mitigation and monitoring are required and for details of such to be included (including proposals for undertaking such mitigation and monitoring).

## **30. Cumulative impacts**

We welcome the recommendation that standard guidance will be used for the Cumulative Impact Assessment (CIA) and that the scope of the CIA will be discussed and agreed through consultation to be carried out throughout the EIA process. The cumulative impacts should not only include the construction projects / activities but it should also include dredge and disposal projects / activities where potential impacts could overlap.

Following the initial consultation, it is recommended that potential cumulative impacts from the following developments are considered in the ES:

- Tipner (West, including the Firing Range);
- Trafalgar Wharf redevelopment;
- St James' Hospital, Milton redevelopment;

- Langstone Campus redevelopment;
- Kendall's Wharf Extension, Langstone Harbour;
- Priddy's Hard, Gosport redevelopment;
- HMNB Portsmouth Harbour dredge; and
- Emerging Flood and Coastal Erosion Risk Management (FCERM) Strategies including the Portchester to Emsworth FCERM strategy and the Emsworth to East Head FCERM Strategy.

## **31. Conclusion**

The topics highlighted in this scoping opinion should be assessed during the EIA process and the outcome of these assessments should be documented in the ES in support of the marine licence application and the planning application(s). This statement, however, should not necessarily be seen as a definitive list of all EIA requirements. Given the scale and programme of these planned works (and as further information about the project becomes available), other work may prove necessary.

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# Appendix B:

## Scheme level Water Framework Directive Assessment [WFD], with a focus on the Phase 2 works

(Submitted separately as part of the Planning and Marine License Application and is available on request – see details below)

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# Appendix C:

## Scheme level Habitats Regulations Assessment [HRA]

(Submitted separately as part of the Planning and Marine License Application and is available on request – see contact details below)

<p><b>Chris Koster</b> Coastal Engineer Scheme Project Manager</p> <p>Eastern Solent Coastal Partnership, c/o Havant Borough Council; Southmoor Depot, 2 Penner Road, Havant, PO9 1QH</p> <p><a href="mailto:chris.koster@havant.gov.uk">chris.koster@havant.gov.uk</a> 02392 44 6229</p>	<p><b>Gavin Holder</b> Coastal Project Engineer Scheme Environmental Lead</p> <p>Eastern Solent Coastal Partnership, c/o Havant Borough Council; Southmoor Depot, 2 Penner Road, Havant, PO9 1QH</p> <p><a href="mailto:Gavin.holder@havant.gov.uk">Gavin.holder@havant.gov.uk</a> 02392 44 6121</p>
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# Appendix D:

**Portsea Island Coastal Strategy Study  
[PICSS] Environmental Letters of Approval  
(Imperative Reasons of Overriding Public  
Interest [IROPI] and Regional Habitat  
Creation Programme [RHCP])**

**Zone 1/16, Temple Quay House**  
2 The Square  
Temple Quay  
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Bret Davies  
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**Our ref** NSSS62

5 April 2011

Dear Mr Davies

### **PORTSEA ISLAND COASTAL STRATEGY**

1. Thank you for supplying the Habitats Regulations Assessment and the completed Appendix 20 application for the Portsea Island Coastal Strategy.
2. I recognise that your Council has fulfilled its obligations under the Habitats Regulations and appropriately assessed the impacts of the proposed strategy on the European sites that may have been affected.
3. I am satisfied that you have carried out an appropriate evaluation of alternative solutions. I accept that there are no alternative solutions to the preferred options that would have a lesser effect on the integrity of the European sites.
4. Given that coastal flooding and erosion poses a risk to over 9,000 residential and commercial properties, key infrastructure and the HM Naval Base, I consider that you have made a strong case to justify the potential damage on grounds of imperative reasons of overriding public interest.
5. I am satisfied that you have taken appropriate steps to secure suitable compensatory habitat within the Southern Regional Habitat Creation Programme to ensure that the overall coherence of the Natura 2000 network is protected.
6. Consequently, I can confirm that, in respect of regulation 62 of the Conservation of Habitats and Species Regulations 2010, Defra has no objections to your Council's intention to approve this strategy.
7. I would be grateful if you could inform Craig Lee once the strategy is approved so that he can forward the details to the European Commission.

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8. I am copying this letter to Paul Murby in Defra, Jenny Buffrey in the EA and Chris McMullon in Natural England.

Yours sincerely



Steve Lee-Bapty  
Head of Protected Areas  
Acting on behalf of the Secretary of State

**Direct Line** 0117 372 8615

**Email** [steve.lee-bapty@defra.gsi.gov.uk](mailto:steve.lee-bapty@defra.gsi.gov.uk)

creating a better place



Environment  
Agency

Mr B Davies  
Development and Technical Services  
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Civic Centre Road  
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Your ref:

Our ref:

Date: 6 November 2009



Dear Bret,

### Portsea Island Coastal Strategy – Habitat Provisions

The aim of the Regional Habitat Creation Programme (RHCP) is to provide an overview and delivery mechanism of the habitat required to offset losses caused by flood and coastal risk management schemes, including those delivered by Local Authorities. This approach to meeting the requirements of strategies and schemes through the RHCP has been agreed with Defra.

The Southern RHCP has included the requirement of 47.4 hectares of inter tidal habitat to compensate for losses to Natura 2000 sites caused by the schemes identified in the Portsea Island Coastal Strategy Study (PICSS) within the overall requirements for approximately 600 hectares of inter-tidal habitat required across the Solent to compensate for coastal squeeze on Natura 2000 sites. The RHCP will identify habitat creation sites and maintain a balance sheet of habitat created and habitat required. Delivery of habitat creation sites will be carried out by the party best placed to do so, which could be the Environment Agency or the Local Authority.

The first inter-tidal habitat creation which will be suitable for compensation for the losses in PICSS will take place at Medmerry. Natural England have confirmed that Medmerry is a suitable site for compensation for losses in PICSS. This project is being delivered by the Environment Agency, with habitat creation expected to start in 2014. As coastal squeeze losses will occur gradually over time, only a portion of the habitat required for PICSS will be allocated at the beginning. The RHCP will deliver further areas of inter-tidal habitat over the next 100 years to keep pace with losses. This avoids excessive investment in habitat well in advance of need, or other schemes being delayed because habitat has been 'allocated' to a scheme where the losses have not all yet occurred. This approach has been agreed regionally with Natural England.

I enclose a copy of the RHCP Update 2009 which sets out the latest habitat requirements and programme for Southern Region.

Yours sincerely

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# Appendix E:

## Stakeholder Engagement Plan



# **SOUTHSEA AND NORTH PORTSEA ISLAND COASTAL FLOOD AND EROSION RISK MANAGEMENT SCHEMES**

**SCOPING STAGE REPORT**

**TECHNICAL REPORT 10: COMMUNICATIONS PLAN**

**November 2012  
Final Report**

Appendix  
Page 27

A partnership project by



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# 1 VISION, AIMS AND OBJECTIVES

## 1.1 The Vision

The vision for this and subsequent phases of the Southsea and North Portsea Island Coastal Flood and Erosion Risk Management Schemes is to:

*“Ensure the sustainable future of the City of Portsmouth by managing coastal flood and erosion risk.”*

## 1.2 The Aims

We will achieve this vision by:

1. Working together with our partners;
2. Providing cost effective methods for adapting to climate change;
3. Recognising the importance of communities, cultural heritage and the environment;
4. Maximising funding and contributions.

We will use this opportunity to explore and deliver broader benefits to shape the future of Portsmouth

## 1.3 The Objectives

The objectives of the next phase of the project are to:

- Manage the risk of flooding and coastal erosion to people and their property, now and in the future;
- Develop and prepare an adaptable flood and coastal risk management scheme to provide a safe standard of protection;
- Develop a robust business case to deliver the scheme;
- Obtain the necessary licenses, consents and approvals to deliver and manage the scheme;
- Provide a clear action and implementation plan for scheme delivery.

## 2 INTRODUCTION

### 2.1 Background to the Scoping Study

In accordance with Defra and the Environment Agency's guidance on coastal and flood risk management, the Eastern Solent Coastal Partnership completed a Strategy Appraisal Report (StAR) in 2011. The StAR identifies that the City is at significant risk of flooding with 4,211 residential, 364 commercial and 48 Ministry of Defence (MoD) properties currently at risk from a 0.5% annual exceedance probability of flooding (AEP) due to breaching of the existing coastal defences.

The StAR described the proposals for a 100 year flood and coastal erosion risk management strategy for Portsea Island, Portsmouth, Hampshire. In 2012, the Eastern Solent Coastal Partnership, in collaboration with the Environment Agency, gained formal approval to proceed with the Project Appraisal Report (PAR) development for Cells 1 and 4 of the StAR (Southsea and North Portsea Island respectively).

The coverage of Flood Cells 1 and 4 is shown in [Figure 2.1](#) and can be described as follows:

- Flood Cell 1: Southsea (Portsmouth Harbour Railway Station to the Royal Marine Museum);
- Flood Cell 4: North Portsea Island (The Mountbatten Centre to, and including, Milton Common).

In addition, the eastern part of the southern frontage is included within the study area to inform potential future beach management activities.

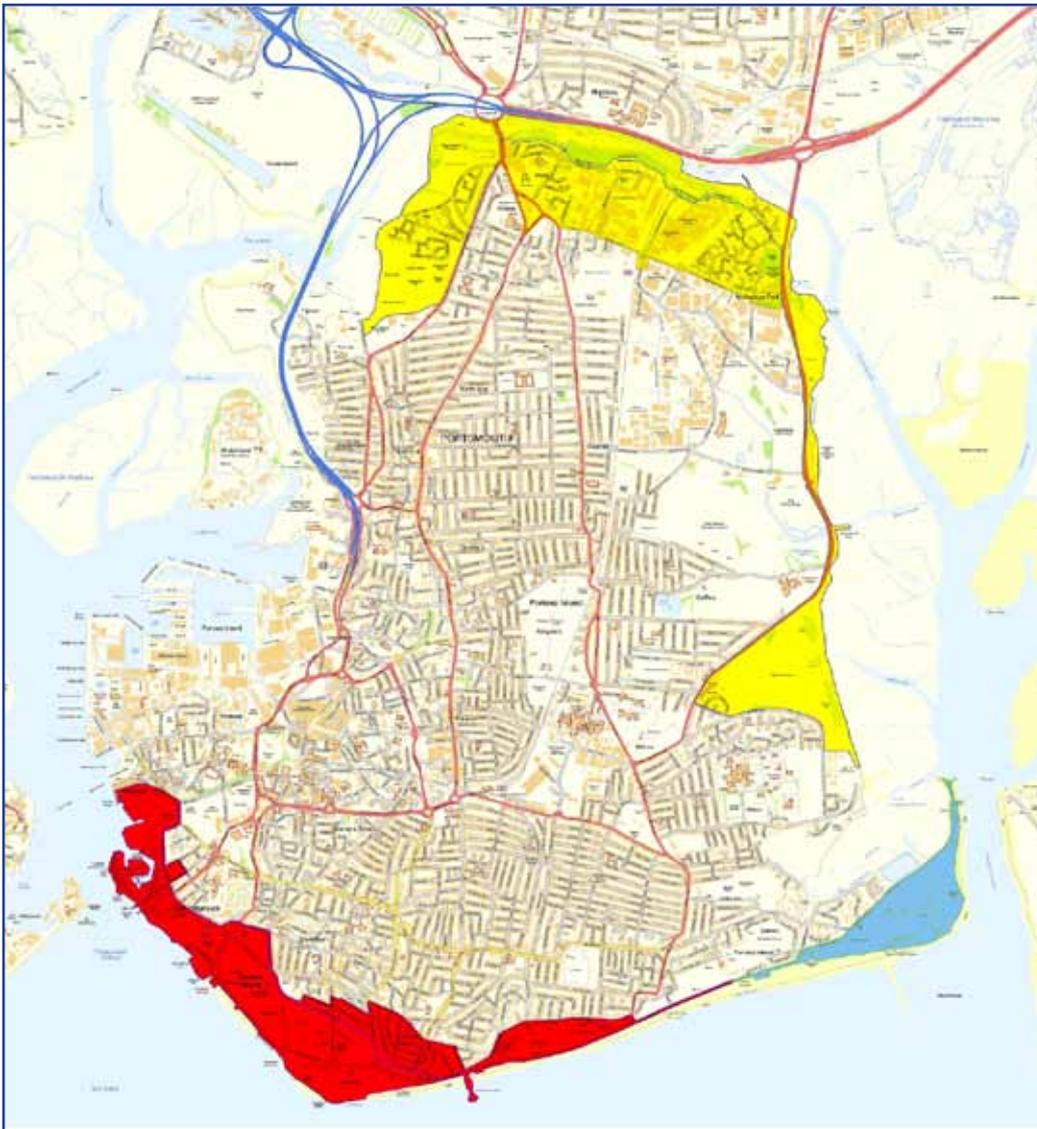
### 2.2 Purpose of the Scoping Study

Due to the importance of reducing flood risk to the City and due to the complexity of developing a robust scheme, that maximises benefits and funding opportunities, the Eastern Solent Coastal Partnership has scoped the work required to deliver the Southsea and North Portsea Island Coastal Flood and Erosion Risk Management Schemes (the Schemes).

This Scoping Stage guides all subsequent work towards the realisation of the Schemes, and is focused toward the next stage; the development of the PARs.

The purpose of the Scoping study is, therefore, to:

- Document the role and requirements of the PAR Stage to inform any future schemes' technical content and future approval processes such as;
  - PAR for Large Project Review Group (LPRG) approval;
  - Planning Permissions and other approvals for the Schemes by the Local Planning Authority (LPA) and other statutory regulators and/or consultees;
  - Preparation, completion and submission of an Environmental Impact Assessment (EIA) for any Schemes to support any approval processes.



**Figure 2.1:** Flood Cell 1: Southsea (shown in Red) and Flood Cell 4: North Portsea (shown in Yellow). The blue zone is included to inform potential future beach management activities.

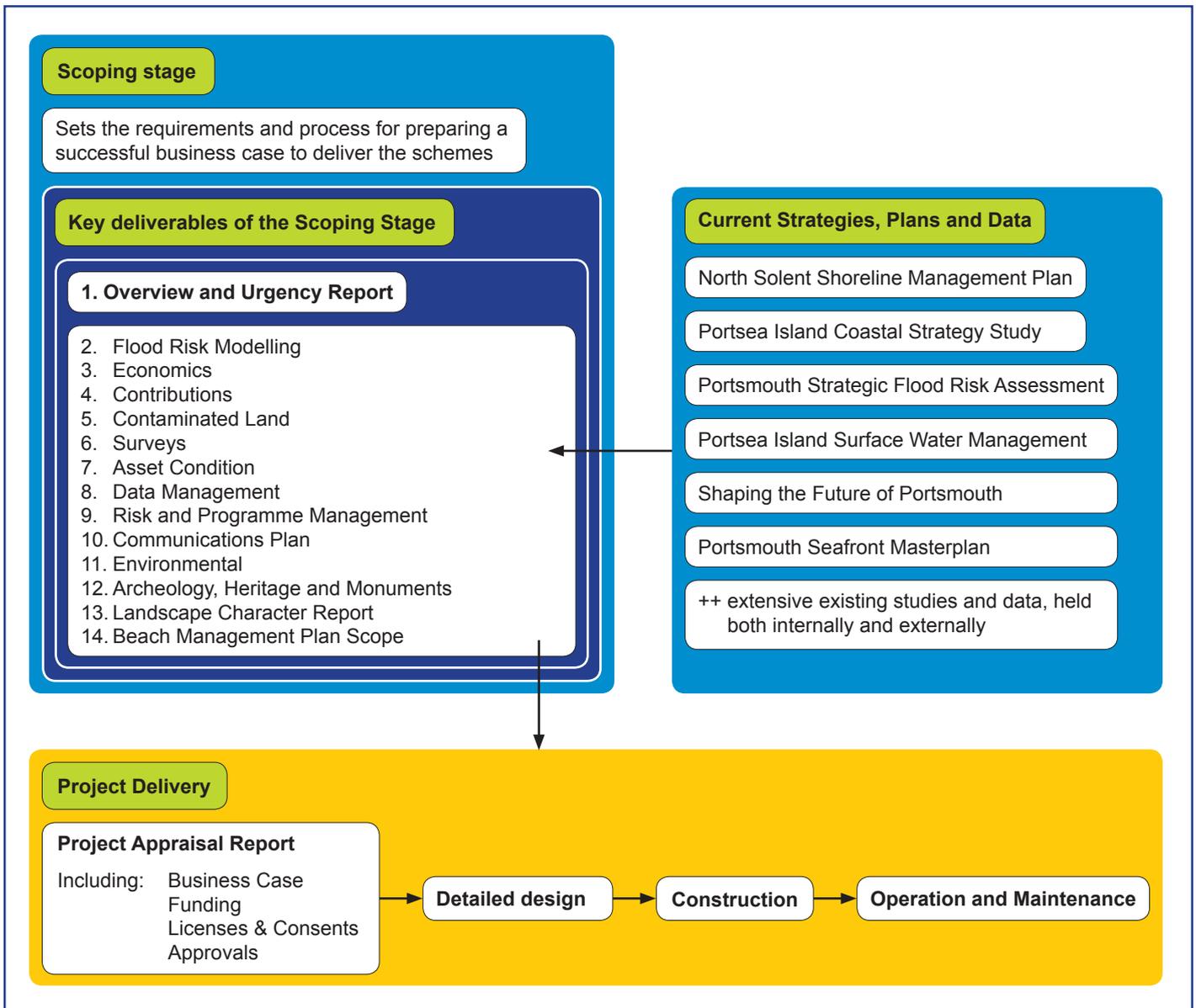
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- Understand and identify the suitability and limitations of the existing Portsea Island Coastal Strategy Study (2002-2012) (PICSS);
- Identify the data requirements to support any scheme approval, design and construction process, including the sourcing of existing data and the identification, commissioning and collation of additional data;
- Identify a robust and resilient approach for managing data through the Scoping Stage and future scheme stages;
- Identify an engaging and proactive approach to communication within the project team, Council Members and influential internal and external stakeholders;
- Identify, share, allocate and cost project risks for managing and monitoring throughout the project;
- Generate a Project Implementation Plan;
- Produce a methodology for undertaking the PAR, and summarise this methodology in an Overview and Urgency Report.

### 2.3 Format of the Scoping Study

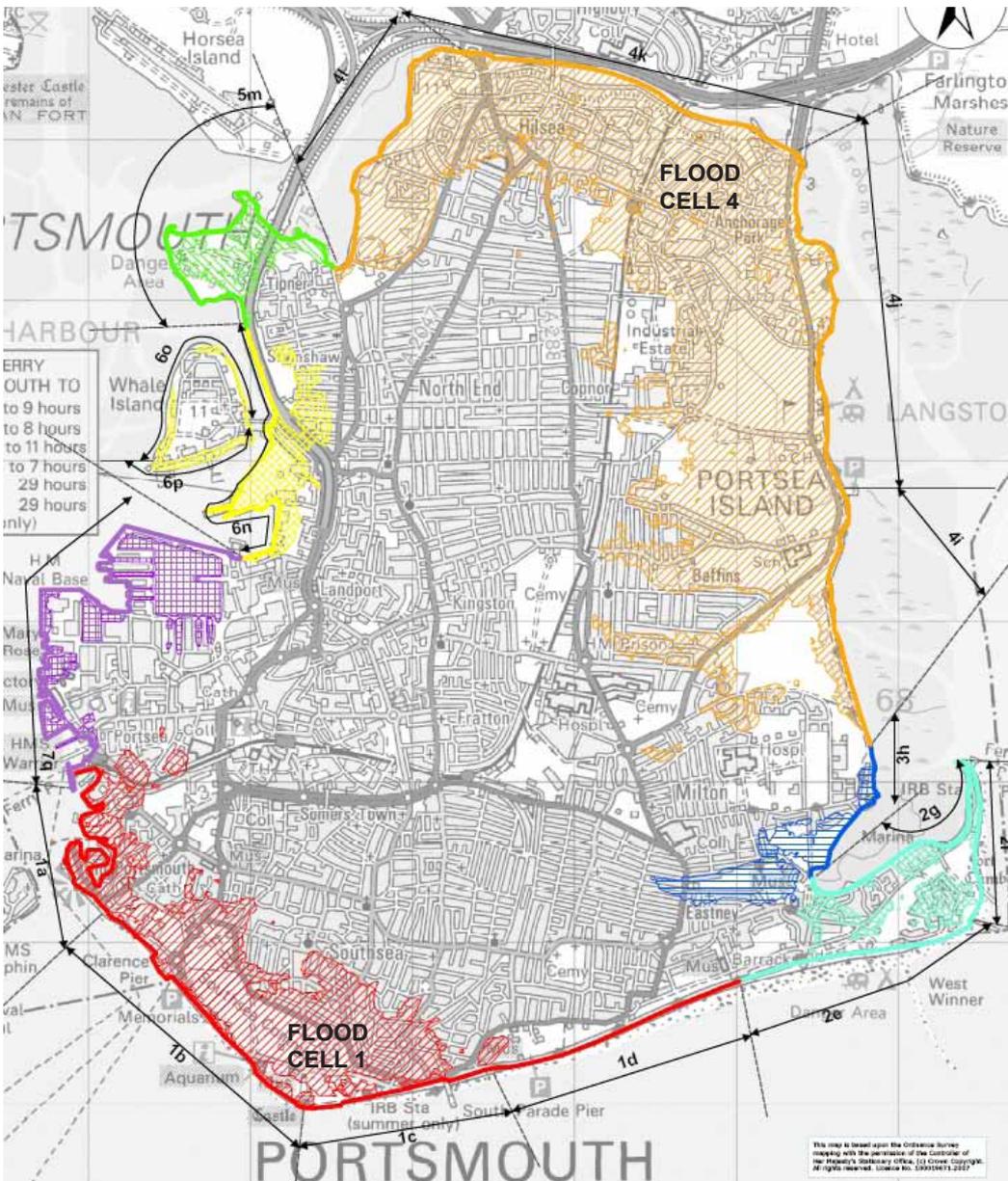
The Scoping Study comprises an Overview and Urgency Report and a number of individual assessments, which explore the requirement for delivering the PAR to achieve the necessary consents and funding to deliver an appropriate flood and coastal risk management scheme. These individual assessments are contained in the 14 Technical Reports noted in **Figure 2.2** below, with key aspects highlighted further in *Technical Report 1: Overview and Urgency*.

**Figure 2.2:** *Format of the Scoping Study*



### 3 INTRODUCTION TO THE SCOPING PHASE

The Eastern Solent Coastal Partnership (hereby after referred to as the ‘Coastal Partnership’) appointed Royal Haskoning to collaborate on scoping a preliminary study to develop Coastal Flood and Erosion Risk Management Schemes (hereby after referred to as the ‘scheme(s)’) for Portsmouth, Portsea Island for both Flood Cell 1 – Southsea and Flood Cell 4 – North Portsea Island as recommended in the Portsea Island Coastal Strategy Study (hereby after referred to as ‘the strategy’). The output from the preliminary study will be outline designs of the preferred options for managing the flood and erosion risk in both Flood Cell 1 and 4 (please see Figure 3 below for a location map).



The preferred options will be developed through appropriate stakeholder engagement as set out in this document. The preferred options will be put forward to the City Council for outline planning consideration and will need to consider the City Council's wider regeneration objectives.

- Phase 1 - Scoping Stage: where work is done to assess and compile various information required to inform the second phase.
- Phase 2 - Options Development and Economic Appraisal Stage: This phase will develop the preferred options for managing the risk of coastal flood and erosion for the two identified flood cells, through carrying out appropriate stakeholder engagement and consultations.
- Phase 3 - Business Case Submission and Formal Approval phase: where approval from Portsmouth City Council, the Environment Agency and if required Defra, the HM Treasury will be sought for the schemes.

The scheme development is currently in Phase 1: Scoping Stage

### 3.1 Purpose of this document

This Communications Plan (the plan) is a scoping document which, sets out how you, residents, businesses, organisations and anyone else with either an interest in or who may benefit from any scheme (these are all known as 'stakeholders'), will be involved and consulted during any scheme development. This plan identifies and sets out the stages of engagement for the Options Development phase of the scheme(s). This scoping report will inform the Communications and Engagement Plan, which will be a live document meaning all input and feedback received will feed into and update the plan. This will ensure that any scheme meets the expectations and benefits as many of the stakeholders as possible.

As a stakeholder you will have a unique view on the use, development and protection of any coastal frontage. We view every stakeholder as a source of valuable information and consider that any shared information you can provide will help us to clarify objectives, define issues and inform and provide feedback on option development. Through using input from stakeholders this project will be able to deliver a coastal scheme that achieves much wider benefits to the City than simply flood and coastal risk management. For example, we may be able to increase access to the sea for everyone.

The main goal of this plan is to identify stakeholders and to set out the methodology engaging with them. Having a clear methodology will help to ensure that the relevant stakeholders are informed at the right time. Ultimately the aim is to facilitate stakeholder support and acceptance of

the schemes. We will do this by gathering information from stakeholders by engaging them, the information will be used to inform decisions for developing the outline design for preferred coastal flood and erosion risk management options for both Flood Cell 1 and 4.

The Communications and Engagement Plan will be a live document and will be updated as the project develops as communication needs will change (this will be reflected in the Revision number and date of the document). It will also set out how the project team will spend time and resources, identifying and defining the roles the people involved. The plan will utilise and build on the Communications Matrix in Appendix B, evolving the plan when the projects requires, mapping the communication requirements of each project.

The Coastal Partnership is an honest and transparent Local Authority team who are committed to engaging fully with their project stakeholders. By listening to their customers the Coastal Partnership will achieve its priorities effectively.

## 4 BACKGROUND

Previous studies (including the Portsea Island Coastal Strategy Study “Strategy” and the Strategy Appraisal Report produced by Halcrow and Eastern Solent Coastal Partnership respectively) have identified that the City is at significant risk of flooding with 4,211 residential, 364 commercial and 48 Ministry of Defence (MoD) properties currently at risk from a 0.5% annual exceedance probability of flooding (AEP) due to breaching of the existing coastal defences.

Subsequent to these findings, a preliminary study to develop coastal flood and erosion risk management scheme options for Portsea Island is currently being undertaken. Managing flood and coastal erosion risk to the City now and in the future is a key objective to this study. To ensure this study develops robust scheme(s) for the Southsea and North Portsea Island area, a comprehensive engagement plan needs to be produced and used. This document is to scope who will need to be engaged throughout the project, in order to ensure best practice, inclusivity, and that the objectives and aspirations of stakeholders are captured. This will help to develop well informed outline designs for the two schemes. This report is a scoping report which will inform the Engagement and Communications Plan which will be developed during the Development Phase of the project. This plan will identify stakeholders to the schemes who will be affected by, or have an interest in the coastline of Flood Cell 1 and Flood Cell 4 and also identify why and how they can be engaged.

### 4.1 Southsea, Flood Cell 1

Southsea’s coastline (shown in figure 3) is approximately 6km in length and extends from Portsmouth Harbour Railway Station to the Southsea Marine Barracks along the southern coastline of Portsea Island, Portsmouth. Southsea is primarily a densely populated residential area with a varied coastline that is a focal point for recreation and tourism.

Southsea’s coastline is exposed to an aggressive wave climate with storm events causing localised damage to promenades, sea walls and rapid loss of beach material. Wave overtopping regularly requires closures of sections of the coastal road for public safety. Flood modelling predicts that a breach in the existing defences along any point along Southsea’s coastline would place a significant amount of assets at risk from a 0.5% Annual Exceedance Probability storm within 10 years. According to the “strategy”, approximately 2500 properties are currently at risk of tidal flooding from an extreme storm event. This is estimated to increase to 4,300 in 100 years time calculated using predicted sea level rise.

### 4.2 North Portsea Island, Flood Cell 4

North Portsea Island’s coastline (as shown in figure 3) is located within Langstone Harbour and Portsmouth Harbour, Portsmouth. The coastline is approximately 8km in length and extends from the East of Portsea Island

(Milton) across the North of the island to Tipner. North Portsea Island's flood cell contains a densely populated residential area, a large industrial area, the main Portsmouth railway line, two of the islands three main roads , a large area of landfill and a number of archaeological and historical structures such as the Scheduled Ancient Monument 'Hilsea Lines'. Existing coastal defences comprise of a combination of seawalls, revetments and embankments. The coastline is used for a variety of recreation activities such as walking and cycling and provides access to water based activities such as sailing, canoeing and windsurfing.

Flood modelling predicts that a breach in the defences along any point along North Portsea Island's coastline would place a significant amount of assets at risk from a 0.5% Annual Exceedance Probability (AEP) storm within the next 10 years. According to the "strategy", approximately 1600 properties are currently at risk of sea flooding from an extreme storm event which is estimated to increase to 4700 in 100 years time calculated using predicted sea level rise.

# 5 OBJECTIVES

## 5.1 Overall Business Objective

The principle objectives of the preliminary study for both Flood Cell 1 and 4 are:

1. Manage the risk of flooding and coastal erosion to people and their property, now and in the future
2. Develop and prepare an adaptable flood and coastal risk management scheme to provide a safe standard of protection.
3. Develop a robust business case to deliver the scheme.
4. Obtain the necessary licenses, consents and approvals to deliver and manage the scheme.
5. Provide a clear action and implementation plan for scheme delivery.

## 5.2 Communication Aims

Our principle communication aims are to:

- draw on local knowledge of both Southsea and North Portsea Island areas,
- achieve buy in and support from key stakeholders for the project and; deliver key messages set out by this plan to as wide an audience as possible;
- establish links with other initiatives to increase opportunities to deliver broader outcomes, and;
- to build on previous consultation efforts from the Portsea Island Coastal Strategy Study and the North Solent Shoreline Management Plan.

We plan to do this by engaging with the local community, businesses and public bodies to;

- actively involve stakeholders in developing the options;
- establish champions for the project;
- identify and engage with beneficiaries or the scheme(s) in order to maximise opportunities for achieving broader outcomes and contributions (see Technical Report Coastal Contributions and Broader Outcomes for further information);
- raise awareness and create an understanding of the coastal flood and erosion risk issues.

Engagement input will inform coastal management options where it is technically feasible, publicly acceptable, financially viable and environmentally acceptable to do so.

## 5.3 Communication Objectives

Our principle communication objectives for the development phase are as follows;

- Identify all stakeholders, key stakeholders and statutory consultee's for the project,
- Inform stakeholders during the development of preliminary study options in order to promote buy in for the project,
- Encourage community engagement in the project area,
- Raise awareness and understanding of coastal flood and erosion risk,
- To provide clear messages regarding the scheme(s), making information easily accessible and available to stakeholders,
- To keep all consultations and engagement succinct and to the point, engaging at key phases throughout the project, keeping consultation materials clear and concise and free of jargon to avoid consultation fatigue,
- To analyse carefully all consultation responses to inform the project and where practicable provide clear feedback to stakeholders on the outcome of consultation.

Engagement is much more than a 'giving information' exercise, it is a way of enabling the community and stakeholders to inform the scheme(s) as well as the scheme(s) informing the community and stakeholders.

#### 5.4 Level of influence

It is important to be clear on what elements can and what can't be influenced within the scope of the project for developing the schemes. This helps to manage the expectations of stakeholders from the outset.

What stakeholders can influence:

- Your level of influence on this project will be determined by your level of input. By being actively involved you will automatically be contributing to the project.
- Contributions to the project (see Technical Report: Contributions),
- Timescale in which construction of a scheme is carried out,
- Information available to support the project. This includes identifying opportunities for the project to deliver as well as identifying the problems and risks. Stakeholder can also influence the costs required to develop the project (e.g. the higher the number of meetings required achieve the appropriate engagement to develop the project, the higher the cost of the project. Also, are contributions obtainable from major landowners or other contributors? This will potentially reduce the amount of funding required from the Government funding pot),
- Support applications for permissions, licenses and consents for the project,

- The design concept of the coastal defences. For example agreeing its layout, specification, general appearance and finish of materials. Access to, from and around the coastline. For example pedestrian access, emergency access/egress, public slipways and rights of navigation.
- The amount of benefits the project can deliver
- The success of the project.

What stakeholders **can not** influence:

- Land use type, this will be set by the Seafront Masterplan (currently in draft, click here<sup>1</sup> to link to the document).
- Recommended policy option to hold the existing line of coastal defences. This was set in the strategy [For information on the strategy click here<sup>2</sup>].
- In the unlikely event that stakeholder engagement can not reach consensus on a technical matter, the final technical decision will be made by the Project Board in accordance with the Project Board Terms of Reference.

## 5.5 Key messages

The Engagement and Communications Plan will require to set Key Messages for the development of the scheme(s). These key messages should be agreed with the Project Manager and should be used consistently in all project communications, internal or external, including press releases, letters to stakeholders, consultation documents, display panels, newsletters, interpretation boards and informal engagement with stakeholders. This will create consistency with all communications and engagement. The key information for the key messages will be reviewed at the beginning of the Outline Design Development Phase in order to ensure that appropriate, accurate and up to date information is being disseminated.

Key Information for Key Messages:

<b>Who:</b>	The Eastern Solent Coastal Partnership, on behalf of Portsmouth City Council (the Council), are leading on this project utilising capital grant funding provided by the Environment Agency and a contingency contribution from the Council.
<b>What:</b>	To develop outline design options for Coastal Flood and Erosion Risk Management for Southsea and North Portsea Island. The preliminary study to develop these options is the first part of two project phases, the study will update existing coastal data and use stakeholder engagement to develop an outline coastal scheme design. Once the design is agreed, approvals will be sought to start Phase II the construction stage. Both stages are summarised below:  Phase I: Preliminary Study (Option Development & Design) & Approvals Phase II: Construction of schemes

1. Draft Seafront Masterplan: [http://www.portsmouth.gov.uk/images/Draft\\_Seafront\\_masterplan.pdf](http://www.portsmouth.gov.uk/images/Draft_Seafront_masterplan.pdf)
2. Portsea Island Coastal Strategy Study ( PICSS ): <http://www.havant.gov.uk/havant-12422>

**Why:** The strategy identified that in order to provide adequate coastal flood and erosion protection in Flood Cell 1 and 4, coastal defence improvements to these flood cells are required in the next 5 to 10 years. The strategy has identified that 2,311 and 1,414 residential properties have been identified at current flood risk in Flood Cell 1 and 4 respectively, rising to 3,932 and 4,234 (respectively) residential properties in 100 years. If no coastal defences were built/ managed within these two Flood Cells, then its has been estimated (in the strategy) that £578 million and £579 million of assets and infrastructure in Flood Cell 1 and Flood Cell 4 (respectively) would be at risk.

Also not providing these coastal defences would eventually mean:

- Significant risk to people, property and the environment;
- Restrictions to local, regional and national regeneration opportunities through deterioration to assets;
- Increased flooding of properties, increasing risk to life and human health;
- Eventual need to abandon homes in Southsea and North Portsea Island;
- Loss of local amenities and tourism assets;
- Reduced tourism to the area through degeneration;
- Loss of regeneration opportunities;
- A decline in the status and reputation of the Portsmouth City;
- An increase in planning restrictions in flood zone areas;
- Loss of structures of archaeological and historical interest (Flood Cell 1);
- Accelerated coastal erosion as existing defences deteriorate;
- Safety issues associated with derelict structures;
- Risk to environmental habitat designations, Solent Maritime SAC, Chichester and Langston Harbour SPA and the Portsmouth Harbour SPA from contaminants leaching into local waters when coastal defence infrastructures fail;
- Risk to bathing water quality from contaminants leaching into local waters when coastal defence infrastructures fail;
- Not being able to meet the strategy recommendation of 'Hold the Line – Improve/ Sustain);

**When:** The schemes are required to deliver coastal flood and erosion risk management within the next 5 to 10 years. The preliminary study to develop the preferred scheme options for both Flood Cell 1 and 4 is from November 2011 – March 2014. Communication, engagement and consultation will be from February 2012 – March 2014.

**Where:** The two study areas which are being taken forward for the preliminary studies are;

- Southsea, Flood Cell 1
- North Portsea Island, Flood Cell 4

(see Figure 1, in Section 2.1)

# 6 BENEFITS OF ENGAGEMENT

Here within the Eastern Solent Coastal Partnership, we have established an effective step-by-step process to identify who, how, when and why we need to engage. Please refer to Appendix A for the Step-by-Step process used to ensure an inclusive, transparent and accountable engagement planning process.

## 6.1 Engagement Methods

This project needs to work with others in order to:

- Inform: *To let others know about something;*
- Gather information: *To gather views/ advice to inform our work;*
- Involve: *To work closely with others given an opportunity for genuine discussion;*
- Form partnerships: *To share decision-making and responsibility with others;*
- Statutory Consultee: *Stakeholders we MUST consult (such as Local Planning Authority).*

## 6.2 Why we need to work with the community and others

- To gain perspectives of the history and culture of both Southsea and North Portsea Island;
- To increase awareness of coastal flooding and erosion to identified stakeholders;
- To bring the coastline to the people of Portsmouth;
- To encourage 'ownership' of the how the coastline will look, maintain the culture as a maritime city;
- To gain the appropriate approvals and support for the schemes;
- To understand what flooding risk means to them and why the Schemes are needed;
- To understand how the schemes will affect them;
- To understand how the coastal defence options have been determined and to ensure these are the best suitable defence options;
- To encourage public and professional input and therefore their subsequent support for recommended management options and to avoid adverse reactions.

## 6.3 Why the community and others will work with us;

- Because they will benefit from the work we deliver from the schemes;
- The project is considered a "once in a lifetime" opportunity to become involved in the shaping of the futures of the coastline in both Southsea and North Portsea Island;

- To ensure the scheme provides practical actions to reduce the risk of flooding and erosion without creating avoidable adverse significant impacts in the process;
- To seek reassurance that the necessary steps are being taken to protect lives, homes and way of life;
- Through awareness, realisation of the importance of the works being carried out;
- To share their longer term objectives and plans;
- To voice their views and change the outcomes.

#### **6.4 Local issues that could affect the project**

Known local issues:

1. Heritage of the City;
2. Environmental Designations;
3. Areas of potentially contaminated land;
4. Land use within the project areas;
5. Green open spaces;
6. Archaeological Features;
7. Flood risk;
8. History of flooding in the City;
9. Complex coastal processes affecting the coastline of Portsea Island;
10. Planning restrictions.

#### **6.5 Why the community and others wouldn't work with us**

- Relaxed attitudes to flood and coastal risks "I'm alright, I don't live next to the sea...";
- Too busy;
- Simply, they don't want to, they're not interested;
- Access issues to venues/ exhibitions;
- Don't speak the language, not everyone living in Portsmouth is fluent in English;
- Misinterpretation of the messages;
- Not aware there is a risk;
- Blockers in engagement – unable to see, hear, read, write;
- People adverse to working with "the Council";
- Not willing to contribute toward schemes and therefore not interested in the outcomes;
- Existing consultation overload.

# 7 ENGAGEMENT PROCESS

## Stage 1: Scoping Phase

The key actions of the Engagement Process for this project are outlined in Table 2. The methodology identifies the following stages through which consultation and engagement has been, and will be, undertaken in the development of the outline designs for schemes in Flood Cell 1 and Flood Cell 4:

### 7.1 Part 1 – Identifying Key Issues and Stakeholders

A review of previous consultation for the Strategy has been undertaken for the scheme areas in order to build up an understanding of the key issues and identify interested parties/stakeholders and build upon successes of previous engagement and learn from consultations that were less effective.

A stakeholder mapping exercise workshop was undertaken with the Eastern Solent Coastal Partnership (hereafter referred to as 'Coastal Partnership') on 8th December 2011, to collaboratively identify individuals and organisations with whom to conduct initial consultation. A list of principal contacts and stakeholders was formed at this stage.

A register has been set up (Communications Matrix) in order to capture stakeholder contact details, their interest in the schemes, how and when we aim to engage and to provide efficient access and information throughout the project. This matrix can be found in Appendix B.

### 7.2 Part 2 – Raise Awareness, Gathering Information and Partnership Working

The stakeholder mapping exercise workshop identified a number of Key Stakeholders to the scheme(s) and highlighted the need to raise their awareness, to encourage their input and involvement and to work in partnership in the development of the scheme(s) from an early stage.

From the exercise, a proposed structure of Project Governance has been established, with a Project Board, responsible for providing the project manager with necessary decisions, and a Project Steering Group, which reports to the project board, which is made up of Key Stakeholders to inform and help develop the schemes. An Elected Members Group and other Key Stakeholders not on the Steering Group have also been identified as requiring early engagement.

A total of five (5no.) workshops were undertaken to involve and encourage the input of the identified Key Stakeholders to the scheme(s) development. The aims of the workshops were to raise awareness of the scheme(s), to assess what technical considerations need to be taken into account when developing outline designs and to discuss any needs or concerns they may have. Table 1 below outlines the topic of each workshop, when they took place and which organisations attended.

**Table 1: Key Stakeholder Workshops**

Workshop	Attendees	Date
Environmental Workshop	Eastern Solent Coastal Partnership Royal Haskoning Environment Agency Portsmouth City Council Hampshire & Isle of Wight Wildlife Trust RSPB Natural England	27.02.2012
Economics and Contributions Working Group Workshop	Eastern Solent Coastal Partnership Royal Haskoning Environment Agency	12.03.2012
Flood Risk Modelling Working Group Workshop	Eastern Solent Coastal Partnership Royal Haskoning Environment Agency Portsmouth City Council	12.03.2012
Archaeology Working Group Workshop	Eastern Solent Coastal Partnership Royal Haskoning Environment Agency English Heritage Southampton City Council Portsmouth City Council Wessex Archaeology Hampshire County Council	04.04.2012
Risk Management Workshop	Eastern Solent Coastal Partnership Royal Haskoning Environment Agency	09.05.2012

Work is currently being done to investigate whether information and updates on the two Coastal Flood and Erosion Risk Management Scheme(s) will have a dedicated external website or dedicated pages on Portsmouth City Council's (PCC) website or within the Eastern Solent Coastal Partnership web pages on Havant Borough Council's website (host to Eastern Solent Coastal Partnership web pages). Materials relating to the purpose and outcome of the Coastal Flood and Erosion Risk Management Scheme(s) development will be prepared and uploaded onto the website/ pages to begin wider awareness raising.

Information on other projects which may have an impact on the scheme(s) will be collated such as: events, developments, the Seafront Master Plan, highway works and their timescales to ensure a consistent and timely working.

## Stage 2: Options Development & Economic Appraisal

### 7.3 Part 3 – Raising Awareness, Involving and Consultation of Statutory Consultee's

Throughout this Options Development phase, raising awareness and engagement will be key to ensuring well informed, sustainable and appropriate designs for both schemes.

It is proposed that many varied forms of engagement will be utilised throughout the options development stage to ensure that effort is made to engage with stakeholders who will be effected by, or interested in the scheme(s) development.

#### Key Stakeholders

Throughout this phase of works, in order to ensure key stakeholders are kept informed throughout, the following engagement methods are proposed:

- Workshops;
- Presentations/ briefing notes to members and the Portfolio Holder of Portsmouth City Council;
- 1-2-1 or group meetings with potential contributors;
- Meetings with statutory consultees throughout the design phase:

#### Stakeholders, including local communities

In order to achieve the most appropriate and effective engagement for the project, a customer insight report will be produced for the areas which will be affected by the proposed schemes. This customer insight report will inform on which type of engagement approach should be used to best fit the communities for each area. This report will look at the community population and from statistics of their socio-economic and socio-cultural behaviour, the Coastal Partnership will be able to determine the best approach of engagement for that area (e.g. is face-to-face engagement best in area 'X' or an article in a magazine?).

Below are a few examples of ways the Coastal Partnership could engage with the wider community and the general public to promote the scheme(s) and indeed gather their input, ideas and whether they have any potential issues, the following engagement methods are proposed:

- Regular updates to the website, dedicated Facebook page or Twitter accounts;
- Press articles in magazines (PCC's Flagship and other local magazines);
- Press releases at significant developments stages of the outline designs;
- Up to date posters and information leaflets to be displayed in Coastal Display Boards around the coast line;

- Issue of leaflets and questionnaires to disseminate and to gather information on the scheme(s);
- Visits to schools, colleges and Portsmouth University to give talks on the scheme(s);
- Have unmanned exhibitions at various locations within the scheme(s) areas, this is to display why the project is needed, what it will look like, when it is likely to happen, who is paying for it, how they can feedback comments on the scheme;
- Host manned exhibitions within the scheme(s) areas to give stakeholders the opportunity to talk to officers behind the schemes;
- Man stalls at existing events within the scheme areas to advertise the scheme (Portsmouth Air Show, Southsea Festival, Kite Festivals etc);
- Advertise exhibitions and the scheme(s) on the 'Big Screen' in Guildhall Square and on the TV. screens within the PCC offices reception area;

This list is by no means exhausted and other various methods of engagement may come to light as the Options Development stage progresses and the above options reviewed.

#### **7.4 Part 4 – Judging/Deciding Together and providing Feedback**

Throughout the Options Development phase, all engagement carried out will help feed into the developing of designs. For this stage of engagement, judging and deciding together, key stakeholders will be involved throughout to help make decisions on the designs. This will be in the form of collating information and ideas gathered throughout the 'raising awareness' stage and presenting them to steering group members for their input and guidance.

Providing feedback is an important process of engagement, it demonstrates that all consultation undertaken has been worthwhile and not a 'token' gesture. It should demonstrate that the information gathered throughout the previous stage has been considered when developing the outline design of the scheme(s), even if certain issues/ ideas/ information gathered proved not suitable for the scheme(s).

Feedback at this stage will be via the following methods:

- Regular updates of social media streams such as the Web pages, Facebook and Twitter;
- Make any questionnaire results available for review on-line (web pages);
- Present to Councillors and the PCC Portfolio Holder of the engagement results and progress on the designs;

- Produce a summary report of the engagement process and how this fed into the scheme(s) designs. Also, why certain ideas were not considered suitable. This summary report is to be made available on-line through the web pages and in a hard copy on request.

### **7.5 Part 5 – Presentation of the outline design**

Once the outline design of scheme(s) has been developed and necessary licenses and consents are in place, the project team will take the project to the Large Project Review Group (the Environment Agency's National scrutiny panel for large Flood and Coastal Erosion Risk Management projects) for technical approval of the proposed schemes. On gaining recommendation for approval from LPRG, work needs to be done to disseminate the outcome of that decision.

On gaining LPRGs recommendation for approval, the Project Appraisal Report (PAR), which will comprise the outline designs of the scheme(s), will be made publically available to view on the projects web pages. Press releases, local magazine articles, coastal display posters, social media streams, will also be updated to promote LPRG's decision and how ESCP plan to progress these outline designs into detailed designs and then in turn, construction of coastal defences on the ground.

If the project is rejected by the LPRG, then the above media streams will also be used to update stakeholders of the reasons why this decision was reached and what the project team will do to gain approval.

### **7.6 Recommendations/ Taking Forward the Communications Plan**

In order to take the stakeholder engagement process forward a stakeholder engagement strategy has been developed by the project team. The stakeholder engagement strategy can be found in Table 2.

**Table 2: The Stakeholder Engagement Strategy**

Strategy phase	Consultation Stages	Stakeholder Task	Stage Objective	Methods	Approx Timing
Scoping Phase	Stage 1 Identify key issues and Stakeholders	1a. Develop stakeholder strategy	Provide a clear transparent and auditable plan for stakeholder engagement.	Review previous consultation and communications from the strategy to identify any existing and known key issues, and identify all stakeholders;	July 2012
		1b. Identify key issues and stakeholders.	Compile list of stakeholders for consultation.	Stakeholder mapping exercise workshop to develop key stakeholder list and conduct stakeholder mapping;	
		1c. Develop a communications matrix to guide engagement throughout the project.		Review results from stakeholder mapping workshop, compiling a list of contact details and deciding how best to engage with each stakeholder.	
		2a. Agree a Project Governance structure for the schemes development.	Achieve "sign up" to the project from members of the project board.	Meet with proposed members of the Project Board to present the proposed role of the board and the proposed project governance structure.	Sep 2012 – Jan 2013
		2b. Contact key stakeholders	Raise awareness and understanding of the coastal schemes with key stakeholders and to gather information.	Gain written agreement from the proposed project board members via the Terms of Reference;	
		2c. Establish and agree the most appropriate medium for informing stakeholders of the scheme and its progress, either on an external website, PCC's website or web pages within the Eastern Solent Coastal Partnership pages.	Provide an accessible and easy to use medium for disseminating information of the schemes to stakeholders.	Host workshop meetings with key stakeholders to raise their awareness to the schemes, and to assess what considerations need to be taken into account when developing outline schemes and to discuss any issues/ concerns key stakeholders may have;	
		2d. Contact other departments of PCC (consult the 'Big List') and Hampshire County Council to establish whether there are any other projects which may impact on the schemes.	Identify other projects that may impact on the scheme and compile a list of information on each project including, key dates, how the project may impact the scheme, any identified efficiency savings to be made working in parallel with other projects.	East Solent Coastal Partnership to set up accessible forms of media to inform stakeholders of the schemes and progress in development. Media to include webpages (either on an external web site or Council hosted website) and a Facebook and Twitter account;	
		2e. Commission a 'Customer Insight' report to establish the best engagement approach		Contact other departments of PCC and HCC to establish other projects which may impact the scheme and attend consultation briefings at PCC.	
		2f. Review all Scoping Phase Technical Notes to ensure the engagement needs for each area of work is accounted for in the Plan.			

Strategy phase	Consultation Stages	Stakeholder Task	Stage Objective	Methods	Approx Timing
Options Development & Economic Appraisal	Stage 3 Raising Awareness, Involving and Consultation of Statutory Consultee's	3a. Contact key stakeholders		Host workshops with selected stakeholders for their input into the scheme(s); Present project (with regular updates) to members and the portfolio holder; Update various media for advertising the schemes (web pages, Flagship, facebook, twitter, coastal display boards, posters, press releases); Issue leaflets and questionnaires to stakeholders (to be made available in different languages); Visit schools/ colleges/ universities to give talks/ assemblies;	Jan 2013 Mar 2014
		3b. Contact all stakeholders to raise awareness of the schemes		Host manned exhibitions at venues within the scheme(s) areas to raise awareness of coastal flood and erosion risk and proposed scheme designs;	
		3c. Contact statutory consultees to input into the scheme designs	Raise awareness and understanding of the coastal schemes with key stakeholders and to gather information.	Host unmanned exhibitions at venues within the scheme(s) areas, also in local libraries and other venues (such as Southsea Castle, Portsmouth Museum), to raise awareness of coastal flood and erosion risk and proposed scheme designs;	
		3d. Approach beneficiaries of the coastal schemes for exploring the gaining contributions towards the schemes		Attend and host a stand at existing events in Portsmouth to advertise the scheme (Water Festivals, Music Festivals, Portsmouth Air show, Southsea Kite Festival etc); Advertise the schemes/ exhibitions on the big screen, Guildhall Square; Advertise exhibitions on the screens in the foyer of PCC offices; Set up 1-2-1 meetings/ and group workshops with stakeholders who will benefit from the scheme(s) to explore gaining contributions; Presentations to Community Action Teams; Arrange meetings with various statutory consultees (e.g. Local Planning Authority, Natural England) to discuss the proposed design of schemes throughout developing the schemes to ensure compliance with their guidelines.	

Strategy phase	Consultation Stages	Stakeholder Task	Stage Objective	Methods	Approx Timing
	Stage 4 Judging / Deciding Together and providing Feedback	4a. Update media streams with feedback on the scheme(s) outline design. 4b. Update key stakeholders on the outcome of consultations.	Enable stakeholders to understand how their input has informed decisions made on the proposed scheme designs.	Regularly update website and other media forms of the scheme(s) progress; Publish questionnaire results and other forms of feedback on the web pages and other various media streams (facebook/ twitter); Presentations to members and the Portfolio Holder; Host Steering Group meeting to update the steering group on the progress on the project; Presentations/ updates to key stakeholders involved with the development of the schemes; Produce a summary report of how engagement and responses fed into design decisions.	Sep 2013 – Mar 2014
Business Case Submission & Formal Submissions	Stage 5 Presentation of the outline design	5. Disseminate the outline designs	To direct stakeholders to the completed outline design document and inform of the actions being put into practice.	Website; Press Release; Coastal Display Boards; Social Media (Facebook, twitter) Host steering group meeting; Update members and portfolio holder on the progress.	Mar/Jun 2014

# APPENDIX A: STAKEHOLDER ENGAGEMENT PLANNING

## A step by step adaptable process

### Introduction

This document has been put together to provide a guidance on planning stakeholder engagement. The idea is to follow this step by step process to help develop ideas and form a more structured approach to Stakeholder Engagement Planning. It is important to structure and tailor the engagement approach to the local area. It is also important that the engagement process is inclusive, transparent and accountable.

### Background

Stakeholder Engagement is important to raise awareness, gather knowledge and to get 'buy-in' of a project. There are 3 main issues for engagement in coastal planning, and these are;

- Increase awareness of key issues facing that stretch of coastline and how decisions are arrived at that impact that stretch of coast
- Increase involvement in planning for adaptive coastal change
- Embed engagement through more conversations and agreements between key stakeholders, local communities and coastal planners.

With the three main issues above in mind, there are six core principles of stakeholder engagement:

### 1. **Adaptation Planning is a Journey:**

To involve stakeholders adequately, we must know and understand their relevant concerns and if possible, adapt the policy to address these. To do this, we need to understand the 'starting point' of, and our relationships with, the stakeholders.

There are three main starting point situations effecting coastal stakeholders;

Situation 1. No agreement on the problem (i.e. lack of agreement of causes, nature and/or speed of coastal change – erosion/ sea level rise)

Situation 2. No agreement of how to address the problem (i.e. there's agreement that there is a problem but not how to adapt and manage it)

Situation 3. No agreed or trusted decision making process (i.e. agree that there's both a problem and solution but no agreement on, or trust in, the decision making process)

### 2. **Social Justice and Support:**

(i.e. those that are most affected to have the most support)

It's important to note that the stakeholders most affected by coastal policy have a right to information, explanation and to be heard.

### **3. Open Honest Information**

It is important through stakeholder engagement that stakeholders;

- have good access to information and that that information is readily available
- have confidence in the information you are giving out
- get involved, preferably from the start, to better understand the project and reach a consensus of the implications

### **4. Integrated Coastal Planning**

It is important that spatial, corporate and coastal/ environmental planning processes are integrated to ensure they are mutually compliant with each others schemes and development plans. For example, the North Solent SMP, Local Development Framework and South East Plan should compliment each other.

Integrated planning is important because long term coastal change planning also needs to meet short term needs as well as long term needs of local communities, businesses etc.

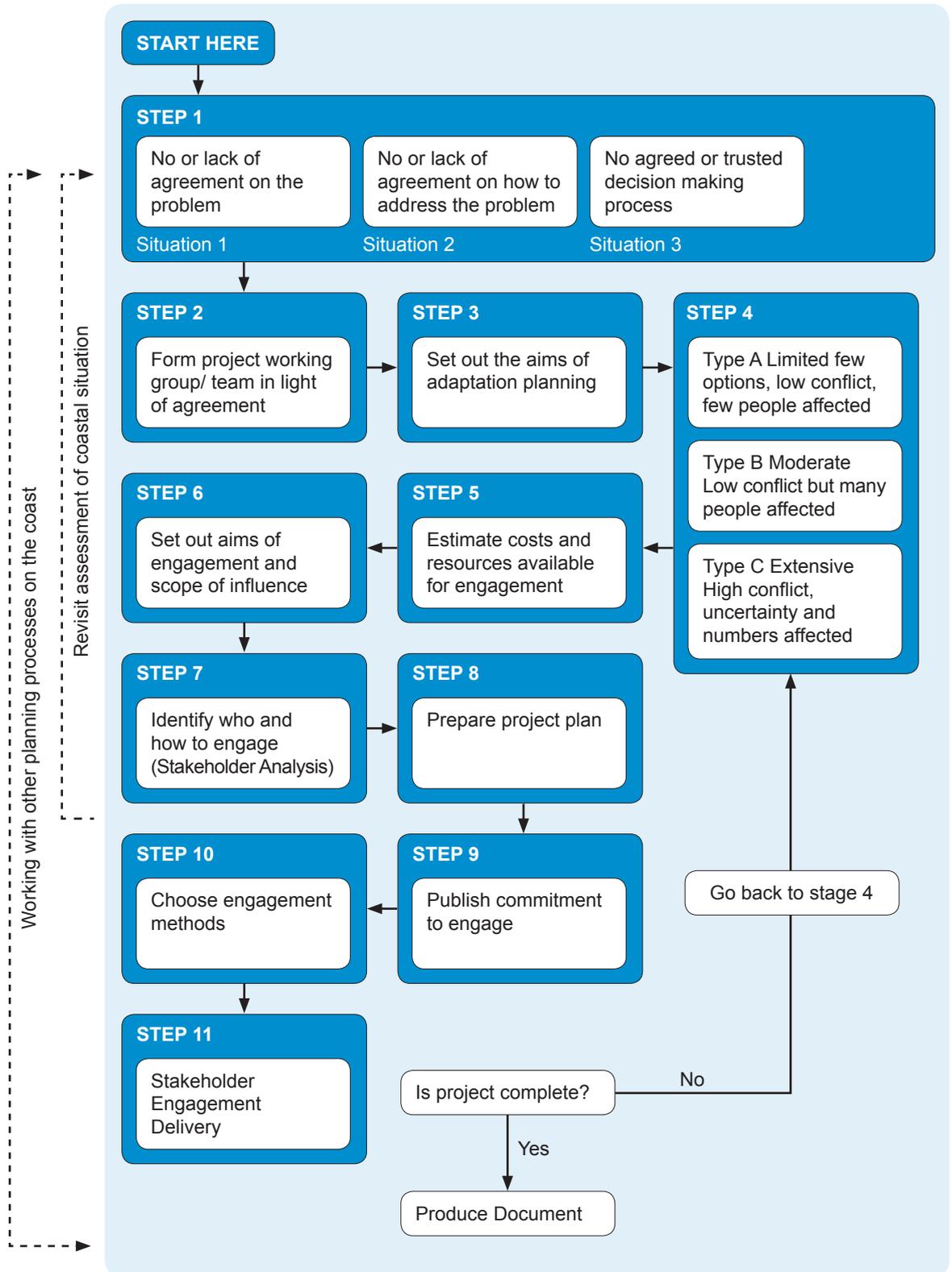
### **5. Successful Partnerships**

To have a successful partnership with stakeholders, you need time, strong leadership, and resources.

### **6. Vibrant, Empowered Communities**

Through empowering local communities through stakeholder engagement, you can help to create a vibrant and sustainable place, where people will want to live, work and visit.

## Step by Step Engagement Process - Road Map



## Step 1: Assessing the project starting point

From the three main starting point situations affecting coastal stakeholders identified in the 'Background' section, choose the starting point Situation of best fit.

### 1. **Situation 1. No agreement on the problem (i.e. lack of agreement of causes, nature and/or speed of coastal change – erosion/ sea level rise)**

These are common signs that you're in Situation 1:

- Stakeholders not aware of need to adapt
- Disagreement of science (i.e. coastal change is not occurring or differently to how the policy states)
- Lack of involvement from certain stakeholders
- Apportioning blame to the coastal team for the coastal changes
- Difficulty getting stakeholders to consider issues beyond their knowledge

### 2. **Situation 2. No agreement of how to address the problem (i.e. there's agreement that there is a problem but not how to adapt and manage it, for example, the SMP states Managed Realignment, where as local residents/ businesses will want you to protect them, they can then become hostile/ sceptical towards project)**

These are common signs that you're in Situation 2:

- Stakeholders not seeing how their views have been taken into consideration during the development of the project.
- Lack of trust from our motives
- Protest groups getting involved and coming up with their 'own' solutions
- Stakeholders feels their views aren't being heard

### 3. **Situation 3. No agreed or trusted decision making process (i.e. agree that there's both a problem and solution but no agreement on, or trust in, the decision making process)**

These are common signs that you're in Situation 3:

- There are a number of different/ overlapping decision making processes
- Lack of engagement works/ resources resulting in only the 'loudest voices' being heard
- Stakeholders feeling 'ineffective' thus not engaging in process

- Over consulting stakeholders giving a feeling of contradictory views or views of minimal influence
- Stakeholders complaints on taking too long to make decisions
- Delays in developing coastal project resulting in blocking development and planning decisions
- Appearing that integrating coastal management with other planning is not working effectively and just 'adding another layer' to the decision making process.

All three of the above situations will stand in the way of effective partnership working!

## Step 2: Form a project working group/ team

It is important to designate a 'Lead Officer' to the project who will be able to make a deep impression as engagement will call for close working relationships with local councillors, coastal group chairs, planning officers, community development officers, press officers, and key agencies such as the Environment Agency and Natural England.

## Step 3: Clarifying aims, drivers and scope of decisions

In this stage it is useful to identify why the project is needed, i.e. what are the main problems? This will help others understand why you are doing the project. Try not to focus on the solutions to the project here, instead lay out the following;

- What are the main problems? Why is the project needed?
- What are the main aims, drivers and scope of the project?

The stakeholder engagement aims can be either **process orientated** or **action orientated**.

Process orientated aims: Stakeholders have a lack of awareness on coastal issues so the aim would be to raise awareness and educate in coastal change issues.

Action orientated aims: The current rate of erosion will threaten assets along the coastal frontage. Therefore the aim would be to identify the assets at risk and identify some prefer options to deal with the potential loss.

These aims be should written in sentences describing the situation and setting out each individual aim (see example below)

### Example 1: *action orientated*

The current rates of erosion of an undefended cliff are expected to increase in the next five to ten years thus threatening a series of assets belonging to a certain coastal community. The adaptation aims are:

- To identify and assess the range of options to deal with the impending loss of land and assets
- To identify preferred options to deal with the potential loss that a) are economically and technically feasible b) ensure long term viability of the community and c) minimise blight

Project Objectives (please fill this out):

The principle objectives of the preliminary study for both Flood Cell 1 and 4 are:

1. To appraise the strategy preferred options for both Southsea and North Portsea Island, with consideration to technical, economic and environmental parameters.
2. To develop and prepare an outline design for the preferred option to provide a safe level of protection for people and property against flooding and erosion.
3. To ensure that full environmental consideration is given to the scheme and minimal impact on the environment is achieved to comply with FCERM-AG (2010), Environmental Impact Assessment Regulations (2005), the Water Framework Directive (2003) and any other applicable environmental guidance
4. To undertake appropriate stakeholder engagement and public consultation.
5. 5 Integrate wider City Council initiatives such as regeneration objectives and seek all sources of available external funding.
6. To formulate an appropriate risk management strategy for scheme implementation.
7. To produce a scheme delivery action plan.
8. All documents are to be completed to the required standard for a successful submission to the relevant body for approval.

The outputs of the project will provide the required information to complete the FCRM2 application and supporting Project Appraisal Report, allowing the scheme to be progressed to the construction stage.

## Step 4: How much engagement do we need?

This will depend on which coastal situation was identified and how much resource (time/ money) is available for the engagement process. If the coastal situation identified that there is no, or lack of agreement, then it is likely that extensive engagement will be required. If the problems are well understood by the key stakeholders, then it is more likely that the engagement process could be less extensive.

There are three different types of engagement;

**Informal Engagement** also known as ‘developing/ scoping engagement’. This is often used as a prerequisite to formal consultation with stakeholders to define the problem, investigate and scope the issues and to generate options prior to formal dialogue.

**Formal/ written consultation** is an essential part of the democratic process **Feedback and implementation phase** which set out what decisions were made from the consultation phase. This could be easily forgotten but is a good idea to publicise before moving on and taking further action.

See the table below which will help to identify how much stakeholder engagement is required for your project. Circle the answer for each of the five features which ‘best fits’ with your project.

Decision type	A: Limited	B: Moderate	C: Extensive
<b>Feature 1: How affected will others be by the adaptation planning decision(s)?</b> <b>How many will be affected?</b>	The decision may have <b>very little</b> effect on <b>few people's</b> public interest, health, livelihoods	The decision may have <b>some</b> effect on <b>some people's</b> public interest, health, livelihoods <b>or, very little</b> effect, but on <b>many people or, severe</b> effect but on a <b>few people</b>	The decision may have <b>severe</b> effect on <b>many people's</b> public interest, health, livelihoods
<b>Feature 2: How many perspectives/ politics will there be?</b>	There is likely to be <b>no significant</b> different perspectives on adaptation planning (to ours) and <b>no/ containable</b> politics	There is likely to be a <b>number of</b> different perspectives on adaptation (to ours) and <b>some</b> politics	There is likely to be a <b>wide range</b> of different perspectives on adaptation planning (to ours) and <b>significant</b> politics
<b>Feature 3: How much support or ownership of the adaptation planning decision(s) or implementation by others is required?</b>	The ‘best’ decision(s) is <b>known (lead body has strong opinion)</b> . And we can implement <b>alone (with or without support)</b>	The ‘best’ decision (s) is <b>open to influence, but limited options</b> . And we can implement <b>more easily if others work with us</b>	The ‘best’ decision(s) is open to influence and there are multiple options <b>(or lead body has no opinion)</b> . And we can implement <b>only with sufficient support, or only with others</b>

Decision type	A: Limited	B: Moderate	C: Extensive
<b>Feature 4: Understanding of risk and uncertainty?</b>	Risk and uncertainty relevant to the adaptation decision(s) is <b>low: understood by most</b>	Risk and uncertainty relevant to the adaptation decision(s) is <b>medium: understood by us (and some) but not by all others</b>	Risk and uncertainty relevant to the adaptation decision(s) is <b>high: poorly understood</b>
<b>Feature 6: Timescale?</b>	Actions or decisions need to be made and implemented <b>immediately</b> /very quickly	Actions or decisions need to be made and implemented <b>over months</b>	Actions or decisions need to be made and implemented <b>over years</b>

Mostly 'A's then see 'Type A' decisions, mostly 'B's then see 'Type B' decisions and if mostly 'C's then see 'Type C' decisions below:

### Type A decisions: requiring limited engagement/consultations

These decisions are characterised by:

- low conflict, controversy or uncertainty about the need to adapt and the options for adaptation;
- few or no options due to the decision being constrained by time, procedures or resources; and
- limited impact from changes and/or the numbers of people and organisations affected will be low

Engagement here will need to be focussed on getting details right to ensure the community understands issues and risks. For example: why a cliff top path was closed after a sudden coastal slip.

### Type B decisions: requiring moderate engagement/consultation

These decisions are characterised by relatively low controversy about the adaptation problem or the potential solutions. However, the issue under consideration will have significant impact on many people or organisations and there is a need to:

- obtain buy-in or understanding from a limited number of stakeholders (individuals, organisations and/or communities) to ensure that the adaptation plan is well informed and deliverable; and
- make trade-offs and compromises particularly as some stakeholders may have strong emotional reactions to loss or change implied in the adaptation

Engagement here will need to manage the different preferences and emotions amongst stakeholders in terms of options. For example: A

changing coastline affecting a relatively small number of landowners, properties, conservation or other interests such as ramblers.

**Type C decisions: requiring extensive engagement/consultation**

These decisions are characterised by (potential or actual) high conflict, controversy and uncertainty about the problem (for instance people may be unaware about or not believe the impacts of coastal change) or disagreement about whether adaptation is the best option. The situation or decision is likely to affect many and typical challenges will include:

- Coastal issues that have significant impact on many people or organisations;
- Specific groups, people or habitats will be affected (e.g. by a Shoreline Management Plan);
- Significant risk of opposition which is strong enough to derail any scheme unless people are part of finding the solution;
- One set of interests gaining while others lose out; and
- A good deal of uncertainty about the problem to be solved (and whether it exists in the first place), and many different options for the way forward.

**Step 3: Clarify aims and scope of engagement**

So you have identified why the project is happening and the key problems (why engagement is needed) in Step 1, and also identified how extensive the engagement process is likely to be in Step 2. This step is to set the clear aims of the engagement. It is worth noting that different coastal situations affect the scope of influence that can be done (see examples below).

Examples of situations of scope to influence

Very limited opportunity to influence	Some scope to influence	Open to influence
Increasing coastal erosion requiring several properties to be re-located. Thus inter-tidal compensatory habitat needs to be found	There is a need to relocate caravan park thus this will need to be incorporated into the Local Development Framework to find suitable plots	Tap new or alternative sources of funding to increase options

It is important when setting aims of engagement that they are clear and written in sentences which are easy to understand. See below for an example of how this may apply to this project.

### Example of engagement aims:

Our principle aims for the preliminary study phase for both Southsea and North Portsea Island are to engage with the local community, businesses and public bodies to;

- encourage active involvement in developing the options,
- enable individuals to champion the project,
- to draw on local knowledge of the area,
- raise awareness and an understanding of coastal flood and erosion,
- and to encourage involvement and interest from local communities, businesses and public bodies in the proposed flood and coastal erosion risk management strategies.

Engagement will inform coastal management options bearing in mind what is technically feasible, publicly acceptable, most financially viable and environmentally acceptable.

## Step 4a: Identify who to engage

Before you carry out the stakeholder mapping exercise with your team, it is useful to identify the key categories of Stakeholders to ensure a full spread of interests is covered. The six main categories are listed below, also please see flow diagram 'Stakeholder Engagement Plan Categories' which should help identify the key stakeholder groups.

### Categories of Stakeholders

- Sector
- Function
- Issue/ Topic
- Geography
- Socio-economic
- Effect

Once you have identified the main categories of stakeholders, have a team meeting to brainstorm as many stakeholders as you can. Background knowledge of the local areas will be invaluable at this stage. Then, try to populate the level of influence chart (see attached) by deciding whether they have 'high' 'medium' or 'low' influence and whether they will be a 'blocker', 'undecided' or a 'champion'.

- High Influence:** These stakeholders may want to help 'shape' the strategies or to be part of the partnership/liason groups. These will need to be given involvement opportunities.
- Medium Influence:** These should have access to all types of engagement offered to 'low' stakeholders. They will also need additional input opportunities for decision making.
- Low Influence:** Need to be offered ways of keeping them informed. They can also help form decisions in a 'light' way i.e. public exhibitions/ surveys.

As a rule of thumb, groups tend to have more weight than individuals, and livelihoods at risk have more importance than employment at risk.

Also, it is helpful to record the individual stakeholders level of involvement, did they attend events etc?

**Level of Influence Chart:** Place Stakeholders (Individuals or Groups of People on the grid as objectively as possible)

Level of power and influence	High			
		Please see Appendix B for the list of Stakeholders and their grid position		
	Low			
		Low ↑ Blocker	Undecided ↑	High ↑ Champion
Level of support				

## Step 4b: Identify how to engage

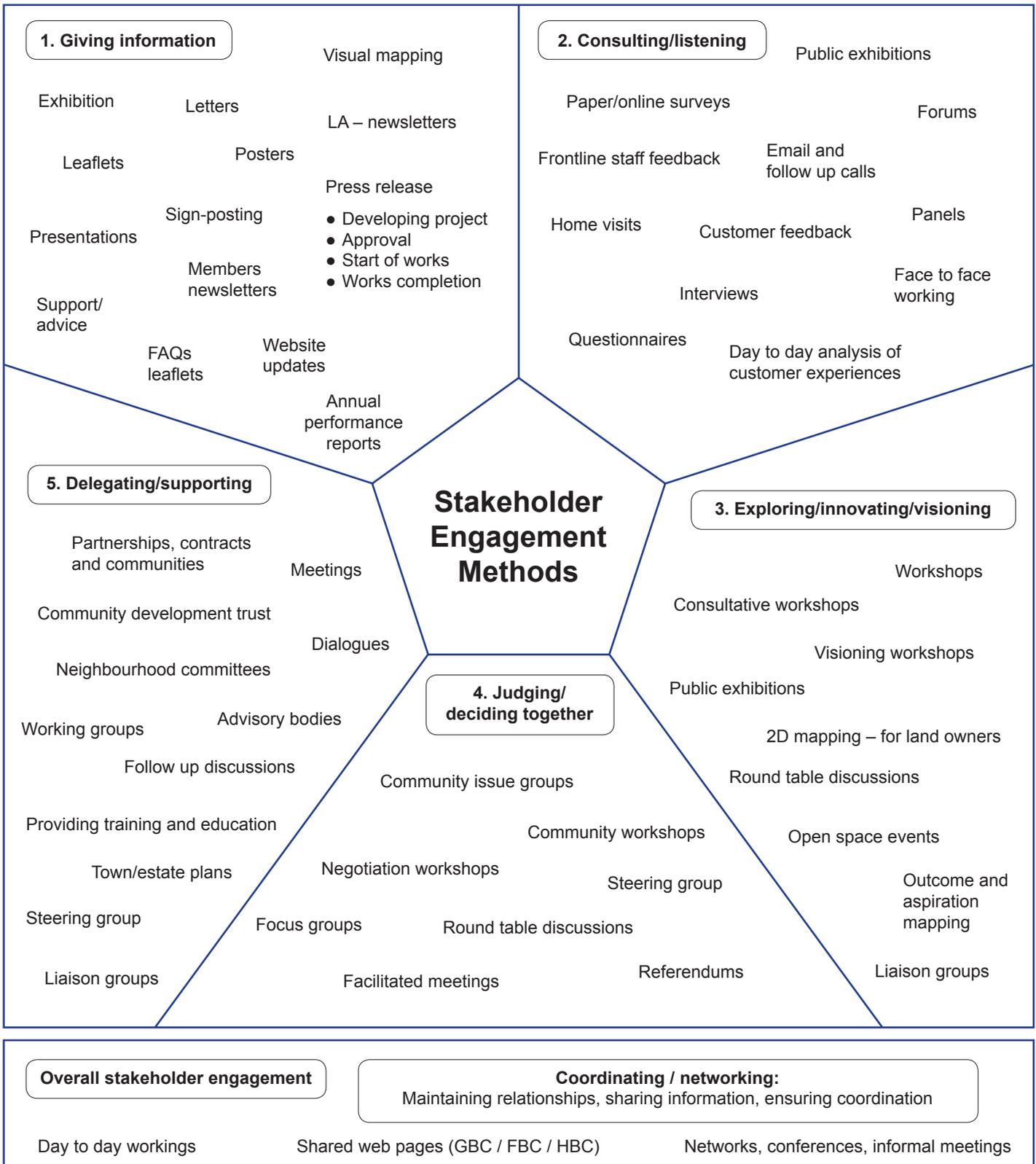
Once the stakeholders and 'key stakeholders' have been identified, populate the 'Stakeholder Engagement Plan' excel spreadsheet (as shown in Appendix B) which can be found at:

P:\COASTAL\_TEAM\Borough\_Coastal\_Management\Projects\Portsea Island Schemes -Scop\AProject Preparation, Planning & Management\A4Consultation & Comms\Stakeholder Engagement Plan\Appendix B\_Communications\_Plan

This involves identifying the following;

- Contact details
- What we think they will want from the project
- What we feel they can offer to the project
- Type of engagement we want to offer (Inform, Gather Information, Involve, Partnership or Stat Consultee)
- The best suited engagement method (Giving information, consulting/ listening, exploring/ innovating/ listening, judging/ deciding together and delegating/ supporting)
- The action of how this will happen either: Informal (telephone), Formal (media) or Feedback (both informal and formal) etc.

See the Stakeholder Engagement Methods diagram to aid this process



## Step 5: Drafting an integrated engagement and project plan

'Who' and 'How' stakeholders are to be engaged have been established in Step 4. This step is to identify 'When' the stakeholders will need to be engaged. This can be done by integrating the engagement into an existing project plan. The table below gives an example from the CAPE document, Appendix 2.

Month	Decision making process	Engagement activity	Technical or statutory (typical programme) activity or process	Comments and major changes in how 'typically' done
	<b>Phase 1. PROBLEM DEFINITION, Getting understanding and buy-in to the issue/need.</b> (e.g. that there is a problem to be solved), and working through emotional, technical and awareness-related issues, both internally and externally	E.g. Public exhibition setting out view of risk and problem to be solved: consult on their flood experience and views	E.g. Confirm design parameters (design freeze) E.g. Clarify SMP parameters	E.g. Adding social/ economic considerations to design parameters (from public exhibition) will demonstrate this is not just an engineering question.
	<b>Phase 2. Collating the results and publicising</b> (including setting out the PROCESS: how stakeholders can get engaged in next part of the engagement process)			
	<b>Phase 3. SOLUTION FINDING. Generating and exploring all possible solutions/options (and permutations of those options)</b>			
	<b>Phase 4. Reducing any uncertainties or filling gaps in information</b>			
	<b>Phase 5. Evaluating options and deciding what goes ahead</b>			
	<b>Phase 6. Explaining the choice against feedback received, and how comments have or haven't been taken into account</b>			
	Phase 7. Implementation and review			

## Step 6: Publish your commitment to engage (optional step)

Once the communication plan has been drafted, it then needs to be distributed to the project team members, interested parties (Communications Teams of the Local Authority) and key stakeholders (listed in the report).

The aims and objectives of the Engagement Process (Section 5.1, 5.2 and 5.3 of Technical Note 10: Communications Plan) should then be published on the Local Authority website after consulting with the Communication's Officers for each Authority.

# COMMUNICATION MATRIX

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
High Influence								
Engineering Consultant	Champion	√	√	Champion	HIGH	<ul style="list-style-type: none"> <li>Have worked on similar projects throughout England</li> <li>They have already shown an interest in the project</li> </ul>	<ul style="list-style-type: none"> <li>Technical Support</li> <li>Resources</li> <li>Experience</li> </ul>	<ul style="list-style-type: none"> <li>Technical Support</li> <li>Resources</li> <li>Sharing project risks</li> <li>Advice from lessons learnt elsewhere</li> </ul>
Defra	Undecided	√	√	Champion	HIGH	<ul style="list-style-type: none"> <li>Defra Habitats &amp; Wildlife Team were involved in approving the strategy's IROPI</li> <li>Defra visited Portsmouth in January 2012 so are familiar with the area</li> <li>Defra approved the strategy in June 2012.</li> </ul>	<ul style="list-style-type: none"> <li>Demonstration that the project is a good thing to do</li> <li>Clarity of the urgency of any schemes</li> <li>Defra hold the FCERM budget</li> </ul>	<ul style="list-style-type: none"> <li>General project support on habitats issues</li> <li>Approval for the schemes (if whole life costs exceed £100million)</li> </ul>
Developers	Champion	√	√	Champion	HIGH	<ul style="list-style-type: none"> <li>Developers are interested in developing in coastal areas especially with sea views for prime real estate.</li> <li>Opportunities for collaborative working and integration of properties with developers to share costs.</li> <li>Residential developments likely to be multi-storey.</li> <li>More commercial and leisure developments is encouraged to fit in with the draft Seafront Masterplan</li> <li>Work needs to be done to identify key developers.</li> <li>Developers have been involved in the 'Shaping the Future' development group</li> </ul>	<ul style="list-style-type: none"> <li>This coastal flood risk management project will enable the City Council to confidently grant planning permission to develop appropriately in the flood zone</li> <li>This project supports the City Council's Protocol with the Environment Agency that is embedded in the Portsmouth Plan Infrastructure Delivery Plan (February 2011)</li> </ul>	<ul style="list-style-type: none"> <li>Contributions towards flood defences</li> <li>Shared opportunities to develop integrated design and construction</li> <li>Support the regeneration strategy 'Shaping the Future of Portsmouth'</li> </ul>
Eastern Solent Coastal Team members	Champion	√	√	Champion	HIGH	<ul style="list-style-type: none"> <li>Knowledge of and experience with managing the local flood and coastal risk issues</li> <li>Access to 4 Local Authorities resources (if needed).</li> <li>Emerging best practice on all stages of an FCERM project with the focus on stakeholder engagement and involvement.</li> </ul>	<ul style="list-style-type: none"> <li>Lead on this project and manage it's budget</li> <li>Responsible for this project linking to other PCC initiatives such as: The Seafront Masterplan (draft), The Regeneration Strategy and the Portsmouth Plan</li> <li>Responsible for seeking and obtaining contributions for this project to reduce pressures on Englands Flood Defence Grant in Aid (FDGIA) but also making the project costs go a lot further to delivering broader outcomes with other initiatives.</li> <li>Access to PCC internal teams such as Planning, Asset Management, Graphics, Community Engagement, Civil Contingencies Unit, Seafront Management</li> <li>Direct access to PCC's Strategic Director for Regeneration</li> <li>Responsible for delivering clear and transparent messages to our customers and stakeholders.</li> </ul>	Resources/ support
Environment Agency Area Flood Risk Manager	Champion	√	√	Champion	HIGH	<ul style="list-style-type: none"> <li>Has experience working at many levels of flood risk within the Environment Agency and understands the strategic/corporate issues associated with Local Authorities.</li> <li>Has some awareness of the local issues in Portsmouth</li> <li>Has been involved with Southern Coastal Group and SCOPAC</li> <li>Is an active member within CIWEM and ICE</li> <li>Manages by exception through the EA's Coastal Engineer, in so doing delegating a lot of responsibility</li> </ul>	<ul style="list-style-type: none"> <li>Forecast expenditure of FDGIA</li> <li>Information on delivery timescale</li> <li>Clarity on Flood and Coastal Risks</li> <li>Understanding of what the EA can do to help with the project</li> </ul>	<ul style="list-style-type: none"> <li>Assist with shaping the project</li> <li>Liaise with and influence EA decision makers</li> <li>Ability to direct enquiries and seek answers from all levels of the EA</li> <li>Understand, support and promote the project and its findings</li> <li>Recommend approval of the project</li> <li>Make resources available to peer review the work we develop</li> </ul>

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Partnership	Delegating/ supporting	<ul style="list-style-type: none"> <li>Coastal Engineering Consultancy support by appointment</li> <li>Work in true partnership integrating with the Eastern Solent Coastal Partnership</li> <li>Involve members of their team in meetings, workshops and events where necessary</li> <li>Continue open, honest, transparent and professional communication</li> <li>Build commitment in to Scoping Stage and future Task Orders and/or Tenders.</li> </ul>		BD	<ul style="list-style-type: none"> <li>Agreed as part of any Task Order or Tender award.</li> <li>Risk Log incorporates lessons learned from other similar projects</li> </ul>	Term Contract Consultants: <ul style="list-style-type: none"> <li>Halcrow (Louise Trim)</li> <li>Royal Haskoning (Chris Smith)</li> </ul>
Involve	Giving Information	<ul style="list-style-type: none"> <li>Keep Defra officers up to date on the progress of the project</li> <li>Encourage their input and challenge them (if necessary) on topical issues e.g. funding</li> <li>Positively promote the project</li> </ul>		BD	<ul style="list-style-type: none"> <li>Defra make reference to this project on a national forum</li> <li>Dialogue between the project team and Defra officers is open and two-way</li> <li>Defra are 'not surprised' when the project is submitted for approval</li> </ul>	Initial contact: Francesca Montgomery (Policy Advisor in Funding, Outcomes & Investment Team)
Involve	Exploring/ innovating/ visioning	<ul style="list-style-type: none"> <li>Eastern Solent Coastal Partnership to identify, at an early stage, the opportunity to collaborate with a developer</li> <li>Work with the local authority planning team to inform developers on flood risk from pre-planning</li> <li>Seek involvement from developers known to locally, regionally and nationally</li> <li>Set out transparent information to make it easy for developers to be involved in the vision</li> <li>Apply the Environment Agency's Contributions Policy to the project to seek and obtain contributions from developers</li> </ul>			<ul style="list-style-type: none"> <li>Developers seeking the Eastern Solent Coastal Partnerships input in to pre-planning applications</li> <li>The Eastern Solent Coastal Partnership having support available when required</li> <li>Offers of Contributions towards schemes</li> <li>Design and development of coastal flood and erosion risk management schemes have a developers scheme incorporated or embedded in to the scheme. For example, a cafe within the structure/footprint of a new coastal defence.</li> </ul>	TBC
Involve	Exploring/ innovating/ visioning	<ul style="list-style-type: none"> <li>Take responsibility for the management and funding of the project</li> <li>Establish a project governance to ensure transparent decision making</li> <li>Establish and maintain contacts with other internal departments within PCC</li> <li>Advise and share information with customers and stakeholders</li> <li>Produce a project specific communications plan for the project</li> </ul>			<ul style="list-style-type: none"> <li>Project funding includes contributions</li> <li>Project Board is established</li> <li>Technical working groups established</li> <li>Positive involvement and feedback from customers and stakeholders</li> </ul>	Bret Davies
Partnership	Judging/ deciding together	<ul style="list-style-type: none"> <li>Invite to workshops</li> <li>Copy in to important letters</li> <li>Seek AFRM approval for important decisions, such as the objectives/ aims of this project</li> <li>Connect AFRM with PCC Strategic Director for high level / corporate decisions</li> <li>Build relationship between ESCP manager (Project Executive) and AFRM manager</li> <li>Invite to Elected Member Coastal Meetings</li> <li>Satisfy AFRM that EA are being involved in the 'journey' to developing any future schemes.</li> <li>Clarify what, if any, resource need is required (who and when) from the EA at an Area and perhaps Regional level.</li> </ul>			<ul style="list-style-type: none"> <li>Formal support for project</li> <li>Attendance at events</li> <li>Create a dialogue between AFRM, the ESCP manager and PCC's Strategic Director</li> <li>Support, if required, to influence EA at an Area, Regional and National level.</li> <li>Peer reviews of work we produce from all sections of the EA using a 'who is best placed to do so' approach.</li> </ul>	Andrew Gilham (01962) 764800 Office Location ? Colden Common or Worthing?

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
Environment Agency Coastal Engineer	Champion	✓	✓	Champion	HIGH	<ul style="list-style-type: none"> <li>Has experience working at many levels of flood risk within the Environment Agency</li> <li>Sits on Project Assessment Board (PAB)</li> <li>Positively challenges what we do and how we do it. Devils advocate</li> </ul>	<ul style="list-style-type: none"> <li>Forecast expenditure of FDGiA</li> <li>Information on delivery timescale</li> <li>Clarity on Flood and Coastal Risks</li> <li>Is keen to be involved and informed on the technical development</li> <li>Has provided useful information at technical workshops</li> </ul>	<ul style="list-style-type: none"> <li>Assist with shaping the project</li> <li>Liaise with and influence EA decision makers</li> <li>Ability to direct enquiries and seek answers from all levels of the EA</li> <li>Understand, support and promote the project and its findings</li> <li>Recommend approval of the project</li> </ul>
Environment Agency LPRG	Champion	✓	✓	Champion	HIGH	<ul style="list-style-type: none"> <li>David Cotterell developed the FCERM-AG so it is important we follow its recommendations to the T.</li> <li>Focus on 'Urgency'</li> <li>In spite of FCERM-AG, LPRG evaluate OM Scores to inform their decision making.</li> <li>LPRG process can be lengthy so planning is important</li> <li>LPRG awarded the strategy team very positive feedback for the presentation so have a good perception of our coastal team. Particular emphasis supported the presentation slides that were coloured and numbered to match the issues they had raised.</li> <li>LPRG are a pragmatic group who are approachable and are open to robust challenges.</li> </ul>	<ul style="list-style-type: none"> <li>Will want to see that work follows the FCERM-AG and that decision making is robust.</li> <li>LPRG expect an answer to their questions rather than a we'll look in to it response.</li> <li>LPRG can be utilised as a sounding board for issues but caution should be applied not to overuse their hospitality, where possible all queries should be aimed at EA officers in the first instance.</li> <li>LPRG are busy people so answers to their questions should be clear, robust, succinct but defensible i.e. supported with sound evidence.</li> <li>LPRG have requested more involvement with projects in order to avoid any unwanted, foreseeable or avoidable issues.</li> <li>- Suitable, achievable and affordable Flood Risk Management Schemes</li> </ul>	<ul style="list-style-type: none"> <li>LPRG's involvement with the project is crucial</li> <li>Keeping them informed of the projects progress has never been demonstrated by other teams so they may want to be involved in a project that gives them an opportunity to comment during the project's development.</li> <li>LPRG can be 'observed' by practitioners so will be a great opportunity for other members of our team to experience what it is but more importantly maintaining our teams presence in their thoughts.</li> <li>Support for the choices we make</li> <li>Recommendation for Approval of Schemes</li> </ul>
Local Residents	Champion	✓	✓	Champion	HIGH	<ul style="list-style-type: none"> <li>The community are proud of their maritime heritage and the uniqueness of their island city.</li> <li>Feedback from previous exhibitions show residents to be supportive in general for flood risk management.</li> <li>It has been suggested that if sea walls need raising, prom raising has received support to maintain view.</li> <li>Residents can be vocal when works are under way, this has been shown on other PCC infrastructure projects which suggests that there has been inadequate engagement.</li> <li>Although residents live by the sea, we believe that most are not aware of the extent of tidal flood risk they could be exposed to.</li> <li>General perception from residents groups we have presented to have shown a good level of general interest in the work the coastal team do and are also surprised at the breadth of work that they did not even know went on.</li> <li>Following presentations there have been hardly any misunderstandings of what we were communicating, combined with the positive feedback from guests at these meetings suggests that our message is to the correct level.</li> <li>Having attended one residents association meeting Bret Davies was invited, through word of mouth to another one which led to another</li> <li>this is an interesting phenomenon which suggests a great level of interest in their coast</li> <li>Without the publics support or endorsement this project will not succeed, this project will be for the people.</li> </ul>	<ul style="list-style-type: none"> <li>Maintain their sea views</li> <li>Assurances that the schemes protect [reduce flood risk] to their properties</li> <li>Increase in access for all to the coast</li> <li>Improvement: perceived to be the same as regeneration or updating</li> <li>More work is needed to identify what people want</li> </ul>	<ul style="list-style-type: none"> <li>Understand what the public want their coast to be</li> <li>The publics vision for their coast</li> <li>The publics objectives for their coast</li> <li>How will they use the coast</li> <li>Historic information</li> <li>Ideas</li> <li>Feedback on our ideas</li> <li>Involvement on the development of their coastline</li> <li>Understanding of the limitations of this project i.e. not to raise expectations beyond what we can realistically deliver</li> </ul>
Marine Management Organisation	Undecided	✓	✓	Champion	HIGH	License will be required for works below MHWS. This is to be applied for in Phase 3- Business Case Submission and Formal Approval	Information	MMO License and Consent for works

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Partnership	Judging/ deciding together	<ul style="list-style-type: none"> <li>• Invite to workshops</li> <li>• Copy in to important letters</li> <li>• Seek AFRM approval for important decisions, such as the objectives/ aims of this project</li> <li>• Connect AFRM with PCC Strategic Director for high level / corporate decisions</li> <li>• Build relationship between ESCP manager (Project Executive) and AFRM manager</li> <li>• Invite to Elected Member Coastal Meetings</li> <li>• Satisfy AFRM that EA are being involved in the 'journey' to developing any future schemes.</li> <li>• Clarify what, if any, resource need is required from the EA at an Area and perhaps Regional level.</li> </ul>			<ul style="list-style-type: none"> <li>• Formal support for project</li> <li>• Attendance at events</li> <li>• Create a dialogue between AFCRM, the ESCP manager and PCC's Strategic Director</li> <li>• Support, if required, to influence EA at an Area, Regional and National level.</li> </ul>	<p>John O'Flynn john.o'flynn@environment-agency.gov.uk 01794 xxxxxx</p> <p>Romsey Depot Canal Walk Romsey SO51 8XX</p>
Inform	Giving Information	<ul style="list-style-type: none"> <li>• Ensure LPRG are kept informed of the projects progress</li> <li>• Invite LPRG to attend any events we consider they will either add value to or will benefit from attending</li> <li>• Create established but less formal interaction with LPRG, perhaps by undertaking an early teleconference or online presentation, offer to present to them at an LPRG meeting.</li> <li>• Distribute access to information we publish so that they can read about what we're up to in their own time.</li> <li>• Ensure team attend as an observer an LPRG meeting before the PAR is submitted</li> <li>• Keep AFCR manager and LPRG's Technical Support team of when to expect our submission, following the LPRG formal application process</li> <li>• Ensure that the project programme has sufficient time allowed to undertake a robust EA peer review before formal submission</li> </ul>		Bret	<p>Some interaction from LPRG before the formal submission process will be unprecedented but will go a long way to demonstrate this communication plan has been a success. Achieving LPRG's Recommendation for approval at the first meeting is the aim but a Chairmans Action will also be considered a success.</p>	Sarah Sindall
Involve	Consultation/ Listening	<p>Formal</p> <ul style="list-style-type: none"> <li>• update website on a regular basis</li> <li>• - Issue press releases for key phases of the project</li> <li>• submit articles in LA magazine Flagship</li> <li>• Public Exhibition</li> <li>• unmanned public exhibition</li> </ul> <p>Feedback:</p> <ul style="list-style-type: none"> <li>• Update website</li> </ul>			<ul style="list-style-type: none"> <li>• Local residents are aware of the schemes</li> <li>• They understand why the schemes are needed and are champion to the schemes</li> </ul>	
Inform	Giving Information	<p>Formal: Set up a project application on the MMO website and submit relevant information for license.</p>			License granted	<p><a href="http://www.marinemangement.org.uk/">http://www.marinemangement.org.uk/</a></p>

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
Natural England	Champion/ Undecided	√	√	Champion	HIGH	<ul style="list-style-type: none"> <li>Were involved at the initial site visits and Environmental Workshop</li> <li>Important to maintain their involvement</li> <li>Officer is enthusiastic</li> <li>Contaminated Land</li> <li>Strategy's Appropriate Assessment identified significant likely impact of loss of designated intertidal habitat as a consequence of coastal squeeze, Natural England support the provision of compensatory habitat from Medmerry in accordance with the letter of support for the strategy and the North Solent Smp. Defra have since awarded IROPI for this impact.</li> <li>NE support the idea, in principle, of removing Great Salterns Quay</li> </ul>	<ul style="list-style-type: none"> <li>Recreation of habitat as close to the site as possible</li> <li>Mitigation of localised environmental impacts</li> <li>Protection and conservation of habitat</li> <li>Involved in reviewing technical reports/information and providing comments/opinions.</li> <li>Identifying opportunities for environmental enhancement</li> </ul>	<ul style="list-style-type: none"> <li>Input on technical reports and their opinions on environmental issues</li> <li>Formal support for the project</li> <li>Attendance at meetings and site visits</li> <li>Consistent and defendable advice</li> <li>Decision making</li> </ul>
Neighbourhood Forums	Champion/ Undecided	√	√	Champion	HIGH	<ul style="list-style-type: none"> <li>The community are proud of their maritime heritage and the uniqueness of their island city.</li> <li>Feedback from previous exhibitions show residents to be supportive in general for flood risk management.</li> <li>It has been suggested that if sea walls need raising, prom raising has received support to maintain view.</li> <li>Residents can be vocal when works are under way, this has been shown on other PCC infrastructure projects which suggests that there has been inadequate engagement.</li> <li>Although residents live by the sea, we believe that most are not aware of the extent of tidal flood risk they could be exposed to.</li> <li>General perception from residents groups we have presented to have shown a good level of general interest in the work the coastal team do and are also surprised at the breadth of work that they did not even know went on.</li> <li>Following presentations there have been hardly any misunderstandings of what we were communicating, combined with the positive feedback from guests at these meetings suggests that our message is to the correct level.</li> <li>Having attended one residents association</li> <li>meeting Bret Davies was invited, through word of mouth to another one which led to another</li> <li>this is an interesting phenomenon which suggests a great level of interest in their coast</li> <li>Without the publics support or endorsement this project will not succeed, this project will be for the people.</li> </ul>	<ul style="list-style-type: none"> <li>Maintain their sea views</li> <li>Assurances that the schemes protect [reduce flood risk] to their properties</li> <li>Increase in access for all to the coast</li> <li>Improvement: perceived to be the same as regeneration or updating</li> <li>More work is needed to identify what people want</li> </ul>	<ul style="list-style-type: none"> <li>Understand what the public want their coast to be</li> <li>The publics vision for their coast</li> <li>The publics objectives for their coast</li> <li>How will they use the coast</li> <li>Historic information</li> <li>Ideas</li> <li>Feedback on our ideas</li> <li>Involvement on the development of their coastline</li> <li>Understanding of the limitations of this project i.e. not to raise expectations beyond what we can realistically deliver</li> </ul>
Network Rail	Champion	√	√	Champion	HIGH	<ul style="list-style-type: none"> <li>Railway on to Portsea Island is low lying and is at risk to Flooding</li> <li>Hilsea Station is at risk of flooding</li> <li>Portsmouth Harbour Railway Station is located within Flood Cell 1</li> <li>Railway line raising is limited due to the M27 underpass and the EastWest connection on the mainland.</li> <li>Network Rail have historically been difficult to interact with regarding flood risk</li> <li>Lymington Railway line was closed in order to protect the integrity of the railway</li> <li>In order to maintain the railway connection Network Rail, as a major beneficiary will be approached for significant contributions towards any future FCERM project.</li> </ul>	<ul style="list-style-type: none"> <li>They need to understand what assets of theirs are at risk and when.</li> <li>They need to be made aware of the risks of flooding from the sea</li> <li>They need to understand how much the work is likely to cost, especially if we're going to ask them for a contribution</li> <li>They need to be kept informed about any modifications or future flood proofing of their assets, especially during the design.</li> </ul>	<ul style="list-style-type: none"> <li>We need to understand what Network Rail own, operate and maintain</li> <li>We need to understand the implications of railway closures (impact on commuters, costs etc)</li> <li>We will need to involve Network Rail in any design that would require modification to any railway assets</li> <li>We need to understand what their vision is for the future of railway transportation in Portsmouth in order to make any schemes future proof</li> </ul>
PCC Head of Service for Transport & Environment (includes Eastern Solent Coastal Defence Partnership)	Undecided	√	√	Champion	HIGH	<ul style="list-style-type: none"> <li>Manages by exception and has therefore, to date, has not been actively involved with this project.</li> <li>Due to other commitments is generally hard to book time with.</li> <li>As a result of the above PCC's Head of Transport and Environment's interest in this project is unknown.</li> </ul>	<ul style="list-style-type: none"> <li>Will help facilitate access to Key decisions i.e. Cabinet or Full Council</li> <li>Monitors/tracks whether or not the project is on target (cost, time, quality) via the Corporate Project Board</li> <li>Ensuring the ESCP are resourcing the project appropriately</li> <li>Corporate Risks</li> <li>Understanding the benefits of the project and how it fits within the T&amp;E Service's Vision and objectives</li> </ul>	<ul style="list-style-type: none"> <li>Support the project's recommendations</li> <li>Allowing the ESCP to link with the Strategic Director for Regeneration to ensure that the 'shaping the future' vision is realised</li> <li>Liaise with other Heads of service to help us establish links but also to raise awareness of the project, the risks to the city, promoting the opportunity to improve Portsmouth's coastline.</li> <li>Recognising that this project will enable the regeneration of Portsmouth</li> <li>Contribution (financial, partnership, access)</li> </ul>

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Partnership	Judging/ deciding together	<p>Formal</p> <ul style="list-style-type: none"> <li>• Invite to workshops</li> <li>• Consider creating a NE liaison within the ESCP as a central point of contact</li> <li>• Invite NE to attend team meetings, elected member group meetings and exhibitions</li> <li>• Formally invite NE to join the project as a Statutory Consultee</li> <li>• Encourage regular meetings with NE about this and other initiatives we are working on within the ESCP to avoid confusion, misdirection and overburden of potential workloads</li> </ul>		Bret	<ul style="list-style-type: none"> <li>• Regular interaction with NE</li> <li>• NE understand and are familiar with the projects issues</li> <li>• Natural England support our proposals/ recommendations</li> <li>• Natural England Letter of Support</li> </ul>	Simon Thompson
Involve	Consultation/ Listening	<p>Formal</p> <ul style="list-style-type: none"> <li>• update website on a regular basis</li> <li>• - Issue press releases for key phases of the project</li> <li>• submit articles in LA magazine Flagship</li> <li>• Public Exhibition</li> <li>• unmanned public exhibition</li> </ul> <p>Feedback:</p> <ul style="list-style-type: none"> <li>• Update website</li> </ul>			<p>Support for schemes</p> <p>Awareness for schemes raised</p>	
Involve	Exploring/ innovating/ visioning	<p>Informal</p> <ul style="list-style-type: none"> <li>• Identify key contact for Network Rail</li> <li>• Investigate any pre-existing working relationship between PCC and Network Rail</li> </ul> <p>Formal</p> <ul style="list-style-type: none"> <li>• Invite to meeting to discuss flood risk, identify assets and the future of Portsmouth's railway</li> <li>• Consider the benefits of building the relationship between Network Rail with PCC's Chief Executive</li> <li>• Invite Network Rail to exhibitions and workshops</li> <li>• Gain agreements for contributions towards schemes that benefit Portsea Island's railway network</li> </ul>			<p>Agreement with Network Rail to work together</p> <p>Network Rail confirm level of contributions</p>	TBCconsider getting this information from PCC's transport team!!!
Partnership	Giving Information	<ul style="list-style-type: none"> <li>• Meetings with ESCP Manager, Assistant Head of Service and Strategic Director for Regeneration to commit to supporting this project.</li> <li>• Invite and actively encourage Head of Transport &amp; Environment to team meetings and exhibitions</li> <li>• Promote informal contact arrangements to achieve a two way dialogue</li> <li>• Client Briefing Note at key phases of schemes</li> </ul>			Fully aware of and Champion to schemes	Simon Moon simon.moon@portsmouthcc.gov.uk

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
PCC Councillor Hugh Mason (Deputy Leader)	Champion	✓	✓	Champion	HIGH	<ul style="list-style-type: none"> <li>Has a very good technical understanding of coastal issues and risks</li> <li>Is keen to be involved on all coastal matters</li> <li>Represents PCC's interests on the Regional Flood and Coastal Committee (RFCC) and the Standing Conference on Problems Associated with the Coastline (SCOPAC)</li> <li>Has attended all public exhibitions hosted in PCC and attended the meeting with Defra in January 2012 but wants to be more involved.</li> <li>Cllr Hugh Mason is a true Champion and led on informing a recent neighbourhood forum on this project.</li> </ul>	<ul style="list-style-type: none"> <li>Want to be involved on the journey</li> <li>Interests extend from policy level through to technical matters</li> <li>Will want the project to succeed</li> <li>Will be able to champion the project at different fora including the RFCC</li> <li>He has the ability to challenge all levels of decision making</li> </ul>	<ul style="list-style-type: none"> <li>To continue his existing level of interest</li> <li>To involve him more in the project</li> <li>To keep the RFCC up to date with this project</li> <li>To sit on the Elected Member Group for this project</li> <li>To inform and update other councillors within the council and to support the recommendations proposed in any cabinet or full council decision papers</li> <li>To continue to Champion this project and the ESCP</li> </ul>
PCC Councillors	Champion/ Undecided	✓	✓	Champion	HIGH	<ul style="list-style-type: none"> <li>In spite of our willingness to communicate with Councillors, our access to Councillors has been somewhat restricted</li> <li>There is a genuine level of interest in coastal risk management when they are informed on what we do</li> <li>Several Councillors have invited Bret Davies to do presentations to their constituents on this project</li> <li>There is a general misconception that sea defences = sea wall raising, to the public this message is alarmist and needs to be changed</li> <li>Councillors, including MP's, are open to challenge at the Cabinet Briefing session to get it out in the open. WARNING! The challenge must be defensible i.e. access to supporting information.</li> </ul>	<ul style="list-style-type: none"> <li>Honesty, they are interested in the raw facts. A cut to the chase approach.</li> <li>Success i.e. coastal and flood protection of their City</li> <li>Minimal costs (resource and £)</li> <li>An income</li> <li>They will want to be involved to be aware of the facts</li> <li>Interested in how it affects them, their portfolio and their constituents</li> </ul>	<ul style="list-style-type: none"> <li>Understanding of the issues and what we are proposing</li> <li>Being able to share our message with the community</li> <li>Raising awareness of the project by Championing it in Central Government (and perhaps nationally)</li> <li>Inviting us to communicate with their communities</li> <li>Supporting and promoting the project within the council</li> <li>Cabinet Approval</li> <li>Council Approval</li> </ul>
PCC Planners	Champion/ Undecided	✓	✓	Champion	HIGH	<ul style="list-style-type: none"> <li>There is a Flood Risk section in the Infrastructure Delivery Plan of the Portsmouth Plan</li> <li>The City's Community Infrastructure Levy includes coastal flood risk</li> <li>The defences will facilitate the development and regeneration of the City</li> <li>There is general awareness of flood issues in the planning team but perhaps not coastal</li> <li>ESCP have been involved in planning applications and development control discussions but due to limited resources we have not been able to provide them with the level</li> <li>Planning approval for this scheme will need to be sought</li> </ul>	<ul style="list-style-type: none"> <li>Flood risk management</li> <li>Residual Risk Map</li> <li>Improvements to the seafront</li> <li>Regeneration</li> </ul>	<ul style="list-style-type: none"> <li>Access to developers</li> <li>Support, Information, Work in partnership</li> <li>Using the planning team to send consistent and clear messages on the schemes</li> <li>Planning Approval</li> </ul>
Portsmouth City Council (PCC) Portfolio Holder Cllr Eleanor Scott	Champion/ Undecided	✓	✓	Champion	HIGH	<ul style="list-style-type: none"> <li>Is the Environment Portfolio at PCC</li> <li>Has an interest/ vested interest in Archaeology</li> <li>Has been involved in the ESCP since it started</li> <li>Has always been supportive</li> <li>Likes to cut through misdirection in a meeting to get to the heart of the matter</li> <li>Championed gaining an Officer to update (and perhaps monitor) the City's Heritage Environment Record for many years succeeding on the back of this project in July 2012.</li> <li>Has a weekly walk in session at PCC offices to discuss matters</li> </ul>	<ul style="list-style-type: none"> <li>Want to be involved on the journey</li> <li>Will want the project to succeed</li> <li>Will be able to champion the project at different levels</li> <li>He has the ability to challenge all levels of decision making</li> </ul>	<ul style="list-style-type: none"> <li>To continue her existing level of interest</li> <li>To involve her more in the project in her role as Environment Portfolio</li> <li>To inform and update other councillors within the council and to support the recommendations proposed in any cabinet or full council decision papers</li> <li>To continue to Champion this project and the ESCP</li> </ul>
Cllr Lynne Stagg	Champion	✓	✓	Champion	HIGH	<ul style="list-style-type: none"> <li>Is the Transport Portfolio at PCC</li> <li>Has an interest/ vested interest in Geography</li> <li>Has been involved in the ESCP since it started</li> <li>Has always been supportive</li> <li>Likes to understand what we do to facilitate her support where possible</li> </ul>	<ul style="list-style-type: none"> <li>Want to be involved on the journey</li> <li>Will want the project to succeed</li> <li>Will be able to champion the project at different levels</li> <li>He has the ability to challenge all levels of decision making</li> </ul>	<ul style="list-style-type: none"> <li>To continue her existing level of interest</li> <li>To involve her more in the project in her role as Transport Portfolio (connected to the PCC Service 'umbrella' we work in)</li> <li>To inform and update other councillors within the council and to support the recommendations proposed in any cabinet or full council decision papers</li> <li>To continue to Champion this project and the ESCP</li> </ul>
Portsmouth City Council Landowners	Champion	✓	✓	Champion	HIGH	<ul style="list-style-type: none"> <li>Potential beneficiary from the scheme</li> <li>Lots of businesses were identified from the walkover but the Landowner or property owner may still need to be identified</li> <li>Our current understanding is that most landowners are unaware of the risk from the sea to their land</li> </ul>	<ul style="list-style-type: none"> <li>Understand what level of Flood risk their land is exposed to</li> <li>Information on what the project might involve</li> <li>What is the benefit of coastal schemes to their interests</li> <li>Will there be improvements?</li> </ul>	<ul style="list-style-type: none"> <li>Access to land</li> <li>Support to undertake works</li> <li>Feedback and input on the options proposed, in return for a contribution</li> <li>Acceptance of the final design</li> <li>Landowner maintenance agreement, this could become a 'contribution'.</li> </ul>

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Involve	Consultation/ Listening	Formal <ul style="list-style-type: none"> <li>• Present to Cllr Board (TBC)</li> <li>• Members briefing note/ cabinet committee plan</li> <li>• Members newsletter</li> <li>• Invite to Public Exhibition</li> </ul>			Fully aware of and Champion to schemes	Cllr.Hugh.Mason@portsmouthcc.gov.uk  023 9281 6794
Involve	Giving Information	Formal <ul style="list-style-type: none"> <li>• Present to Cllr Board (TBC)</li> <li>• Members briefing note/ cabinet committee plan</li> <li>• Members newsletter</li> <li>• Invite to Public Exhibition</li> </ul>			Fully aware of and Champion to schemes	
Involve	Exploring/ innovating/ visioning	Formal <ul style="list-style-type: none"> <li>• Members briefing note at key phases of schemes</li> </ul> Informal <ul style="list-style-type: none"> <li>• Discuss at other meetings</li> </ul>			<ul style="list-style-type: none"> <li>• PCC Planners are fully aware of the schemes, why they are needed and fully supportive of schemes.</li> <li>• The ESCP are consulted on Planning decisions in the flood zones</li> <li>• Planning decisions made compliment the proposed schemes.</li> <li>• CIL funds are made available as contributions for the coastal erosion and flood risk management schemes.</li> </ul>	
Involve	Consultation/ Listening	Informal <ul style="list-style-type: none"> <li>• Attend weekly monday morning meeting</li> </ul> Formal <ul style="list-style-type: none"> <li>• Invite to workshops</li> <li>• Invite to Members Group</li> </ul>			Fully aware of and Champion to schemes	Eleanor Scott
Involve	Consultation/ Listening	Informal <ul style="list-style-type: none"> <li>• Attend weekly monday morning meeting</li> </ul> Formal <ul style="list-style-type: none"> <li>• Invite to workshops</li> <li>• Invite to Members Group</li> </ul>			Fully aware of and Champion to schemes	
Partnership	Judging/ deciding together	Formal <ul style="list-style-type: none"> <li>• Identify major landowners within scheme areas</li> <li>• arrange meetings with landowners (workshop? one on one? Depends on stakeholders)</li> </ul>			<ul style="list-style-type: none"> <li>• Access to land and permission to carry out schemes</li> <li>• Champion to schemes</li> <li>• Landowners maintaining their own defences</li> </ul>	

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
PressAdvertising	Undecided	√	√	Champion	HIGH	<ul style="list-style-type: none"> <li>Portsmouth Evening News</li> <li>Journal</li> <li>Flagship</li> <li>NCE</li> <li>WEM Magazine (CIWEM)</li> <li>National Press</li> <li>Portsmouth University Press Office</li> <li>Navy News</li> <li>Portsmouth Water Press Office</li> <li>Environment Agency Press Office</li> <li>NHS Press Office</li> <li>Western Wards Gazette</li> <li>Fareham Today</li> <li>Southern Water Media Centre</li> <li>Gosport BC Magazine [Coast]</li> <li>Havant BC Magazine [Serving You]</li> <li>Portsmouth &amp; Southsea Journal</li> <li>Hayling Islander</li> <li>Havant People</li> <li>Portsmouth People (Catholic)</li> </ul>	<ul style="list-style-type: none"> <li>News</li> <li>Press Releases</li> <li>Interviews</li> <li>Images</li> <li>Facts</li> <li>PCC Procedure to follow for press releases</li> <li>Promote the work we're doing</li> </ul>	<ul style="list-style-type: none"> <li>Dissemination of information</li> <li>Listen to our message to interpret it correctly (without sensationalising)</li> <li>Perhaps do an in depth chapter/phased approach to leading up to something e.g. a history of the coastline and its changes towards what it might look in the future</li> <li>Assist with media of all types including web based</li> <li>Build a strong professional working relationship as a platform for other projects we are working on</li> </ul>
Radio / TV / Media	Undecided	√	√	Champion	HIGH	<ul style="list-style-type: none"> <li>Press releases</li> <li>TV: Meridian &amp; BBC South</li> <li>Radio: BBC Radio Solent, Wave, IOW, Galaxy, Heart, Community Radio Stations [?], Express, Pure FM (University), Radio Now, Breeze, Hospital Radio [?]</li> <li>Podcasting</li> <li>Flickr</li> <li>Spokesperson and face of the Council (Councillor, CEX or Strat Director)</li> <li>Need to do more with TV to advertise/promote consultations.</li> <li>Internet media is becoming much more appropriate method of communicating with modern society (Twitter, Facebook, Apps, Google+, Web-based tools)</li> <li>Need to ensure that all published information can be seen and heard by all</li> <li>Remember: not everyone has access to a computer!</li> </ul>	<ul style="list-style-type: none"> <li>Announce press releases</li> <li>Access to a wide range of people</li> <li>Media coverage</li> <li>Building professional relationship</li> </ul>	Dissemination of information
Regional Flood and Coastal Committeess (Local Levy)	Champion	√	√	Champion	HIGH	<ul style="list-style-type: none"> <li>The Regional Flood and Coastal Committeess (England and Wales) Regulations 2011</li> <li>Must be an elected member of a constituent authority</li> <li>4 Year Terms but can be reappointed</li> <li>Chair cannot hold the post for more than 10 continuous years.</li> <li>Dr Mike Bateman has been to Portsmouth on numerous occasions</li> <li>Cllr Hugh Mason is a member of RFCC, [has he got a deputy?]</li> <li>Meetings in July 2012 and January 2013</li> <li>Can influence the priority of a FCERM scheme.</li> <li>Can provide significant contributions towards an FCERM scheme (six figure sums)</li> </ul>	<ul style="list-style-type: none"> <li>Input in to the planning of the projects</li> <li>Challenge and target the project</li> <li>Experience</li> <li>Input in to the project</li> <li>Can champion the project to Defra, the EA and PCC</li> <li>Can also significantly contribute financially to the project</li> <li>Can improve the national priority of the schemes</li> </ul>	<p>Majority decision may be required [not required at the time of writing] to support the project on the Regional Programme</p> <p>Local Levy contribution towards the schemes</p> <p>Input and challenge the project</p>
Residents Associations	Champion/Undecided	√	√	Champion	HIGH	<p>Residents groups meet regularly</p> <p>Generally hosted by someone from the Council or a Councillor</p> <p>Usual format involves presentations from guests followed by a Q&amp;A session</p> <p>Arrangements for guest speakers needs to be arranged/confirmed at earlier meetings so people know what is on the following meetings agenda.</p>	<p>Feedback on the options</p> <p>Local issues/concerns</p> <p>Ask challenging questions</p> <p>Want to see that we are competent so that they are confident we can deliver what we say.</p>	<p>Feedback on the options</p> <p>Information, local knowledge and input.</p> <p>Challenge</p> <p>Support</p> <p>Confidence in delivery</p>
Strategic Directors Board	Undecided	√	√	Champion	HIGH	<p>SDB meet weekly every Wednesday morning</p> <p>Papers are required the Friday before the meeting</p> <p>Kathy Wadsworth sits on SDB</p> <p>SDB have quarterly updates on the Corporate Projects</p> <p>If taking a report to Cabinet or Full Council, SDB will need to see it before the Cabinet Briefing.</p>	<p>Looking for a robust project and will operate a Devils Advocate approach to ensuring all matters have been considered.</p> <p>Particular focus on Legal, Finance (S151) and Equalities, checking that these services have been approached and that their comments have been incorporated.</p> <p>SDB welcome the opportunity to be approached as a sounding board for comments and feedback on work before it has progressed too far. (They usually get involved at the end).</p>	<p>Sound advice and support for the project</p> <p>Fair challenge so that we can consider every conceivable risk</p> <p>Satisfaction with our project and its recommendations</p> <p>Joining the dotshow this project links to other initiatives within each of their corresponding service</p> <p>Awareness and some understanding of the project</p>

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Inform	Giving Information	<p>Identify article deadlines for Flagship magazine</p> <p>Identify communications officer in PCC for press releases</p> <p>Formal: Issue Flagship magazine article with information on the Schemes, why are we doing it? Where? What are we doing? When? How can people get involved?</p>		CT	Positive media coverage, well informed stakeholders for success of scheme(s).	
Inform	Giving Information	<ul style="list-style-type: none"> <li>• Twitter feed during meetings, conferences and presentations. To collate questions and connect attendees.</li> <li>• Make podcasts or use flickr slides to showcase our presentations so that we can play them instead of presenting, attach to website or have them on a loop at an exhibition</li> <li>• Obtain professional levels of photographs</li> <li>• Train the team in media awareness and procedures so there is a 'no fear' culture to media</li> <li>• Adopt a point and click approach to website technology and perhaps set up an electronic and visual/interactive voting system at public exhibitions</li> <li>• Do not forget those without access to a computer</li> <li>• Create 'popular tags' for web based searches. This could also be used to show whats trending now at presentations or exhibitions.</li> <li>• ID contacts for media coverage, who to give interviews (Bret Davies? Portfolio holders? Heads of Service?). How do we manage this? Who to talk to?</li> <li>• Consider adopting a marketing approach</li> </ul> <p>Contact communications team at PCC for answers.</p>		CT	Positive media coverage, well informed stakeholders for succes of shceme.	
Inform	Giving Information	<p>Offer to present to the Committee best practice on scheme development</p> <p>Invite to exhibitions</p>			RFCC are fully aware of the schemes and use Portsmouth as an example of best practice.	Cllr.Hugh.Mason@portsmouthcc.gov.uk
Involve	Giving Information	<p>Formal</p> <p>update website on a regular basis</p> <p>Issue press releases for key phases of the project</p> <p>submit articles in LA magazine Flagship</p> <p>Public Exhibition</p> <p>unmanned Exhibition</p> <p>Feedback:</p> <p>Update website</p>			Local residents are aware of the schemes They understand why the schemes are needed and are champion to the schemes	
Involve	Consultation/ Listening	<p>Formal</p> <ul style="list-style-type: none"> <li>• Once complete present the Scoping Report findings and recommendations to SDB</li> </ul>			Fully aware of and Champion to schemes	

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
Intermediate Influence								
Camber Quay & Fish Market	Champion/ Undecided	√	X	Champion	INTER-MEDIATE	Owner information known for flood warning purposes Carpark regularly floods Pub Most recent maintenance works to the piles were undertaken after 2005 Flood risk to this area is likely to increase	Local history Contributions if they want to see the flood risk reduced Access to the coastline Their perspective / vision, what they want/expect	Access to the coastline for maintenance purposes Formal agreements (if deemed necessary from a legal perspective) Continue the working relationship regarding the flood warning protocols currently in place.
Central Southsea Neighbourhood Forum	Champion	√	X	Champion	INTER-MEDIATE	Bret has attended this forum before and received positive feedback They are keen to be involved with the project They wanted an update once the approvals, funding and plan of action was known	Overview of the issues The benefits to Central Southsea Interested in what the coast may look like They will be willing to share input into the project	Input in to the project Potential use of their meeting facility Champion the project and share our message to others
Clarence Pier	Undecided	√	X	Champion	INTER-MEDIATE	Property owner was upset by the use of an image with their property shown. Their legal challenge was disputed by PCC. It is possible that the property may be subject to redevelopment in the future The integrity of the structure and sea defences below the pier is unknown	Reduction of flood risk to their properties Minimum disturbance to their commercial activities No damage to their property	Access Contributions Support for the project Input in to designs Potential use of their facility for exhibition/display purposes Potential access to their visitors for surveys Support for using their image on this project
Crown Estate Commissioners	Undecided	√	√	Champion	INTER-MEDIATE	Issue licences and leases for activities on their land (dredging, mooring & wind farm zones) Described as a property business valued at £8billion owned by the Crown Surplus revenue from estate is paid annually to HM Treasury Own the seabed from mean low water to the 12 nautical mile (22km) limit	Will the project extend beyond the mean low water level?	Seabed ownership map of the ESCP area Contribution and/or access to use their land (if necessary) Waive any licence fees (if needed) Consent or support to undertake works/approve licences.
DTRShipping (Ports)	Undecided	√	X	Champion	INTER-MEDIATE	Policy Statement for Ports Port Marine Safety Code	Understand the impact of any works on the port (Camber, Ferry and Fishing)	Awareness of the project
DTRRoads	Undecided	√	X	Champion	INTER-MEDIATE	Sustainable travel Economic appraisal, evaluation and modelling tools Transport Resilience Road safety (current road closures due to overtopping) Transport Act 200 Traffic Management Act 2004 Transport and Works Act 1992 Local Transport Act 2008 Cycle Tracks Act 1984 Classification of highways	Understand how the project benefits the resilience of the road network of Portsmouth Transport and Traffic Safety	Awareness of the project
DTRRail	Undecided	√	√	Champion	INTER-MEDIATE	Transport Act 2000 Public Transport Freight Transport Resilience	Understand how the project benefits the resilience of the rail network of Portsmouth	Awareness of the project
Director of Naval Bases Services	Champion	√	X	Champion	INTER-MEDIATE		How the project may impact on HM Navy operations	Awareness of the project
English Heritage (Historic Environment)	Undecided	√	√	Champion	INTER-MEDIATE	Portchester Castle Haslar Hilsea Lines Milton Lock NOT a scheduled monument South East Rapid Coastal Zone Assessment Survey (NH's Mapping Programme)	Understand what they can offer Understand what the scale of the project is ● Understand what the risks and opportunities are for heritage and archaeology	Interest Information Knowledge Input

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Inform	Consultation/ Listening	Formal update website on a regular basis Issue press releases for key phases of the project submit articles in LA magazine Flagship Public Exhibition unmanned Exhibition Feedback: Update website			Aware of the schemes They understand why the schemes are needed and are champion to the schemes	
Gather Information	Consultation/ Listening	Formal Present to them at one of their meetings update website on a regular basis Issue press releases for key phases of the project submit articles in LA magazine Flagship Public Exhibition unmanned Exhibition  Feedback: Update website			Local residents are aware of the schemes They understand why the schemes are needed and are champion to the schemes	
Involve	Exploring/ innovating/ visioning	Formal Talk with property owner invite to public exhibition			Aware of the schemes They understand why the schemes are needed and are champion to the schemes	
Inform	Giving Information	Formal Write				
Inform	Giving Information	Formal Write			Aware of the schemes They understand why the schemes are needed and are champion to the schemes	
Inform	Giving Information	Formal Write Access through Highways Team Create links with them as the design stage develops			Aware of the schemes They understand why the schemes are needed and are champion to the schemes	
Inform	Giving Information	Formal • Write Create links with them as the design stage develops			Aware of the schemes They understand why the schemes are needed and are champion to the schemes	
Inform	Giving Information	Formal Invite to public exhibition website updates arrange meeting if required			Aware of the schemes They understand why the schemes are needed and are champion to the schemes	
Gather Information	Consultation/ Listening	Formal Invite to Archaeology Working Group Workshop Future workshop involvement Undertake a risks and opportunities register for heritage and archaeology Involve EH in the development of the project, particularly where maritime heritage is located Feedback Circulate draft Archaeology report for comments and feedback Incorporate any feedback received Issue final copy of archaeology report for their records			Involvement in developing scheme(s) from early stages English heritage are aware of the schemes and champion them	Rob Perrin

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
Environment Agency/NEAS (National Environmental Assessment Service)	Champion/ Undecided	√	√	Champion	INTER-MEDIATE	Flood & Coastal Risk Appraisal Habitats Directive Assessment (Relevance, assessing likely significant effect, appropriate assessment, determining the application) Environment Impact Assessment Available for advice on environmental issues and heritage/archaeology issues	Technical information regarding environmental issues Involvement throughout the project to steer the project Peer review of work done	Technical Support Resources Advice from other projects Challenge and recommendations
Friends of Langstone Harbour	Champion/ Undecided	X	√	Champion	INTER-MEDIATE	Interested in eastern side of Portsea Island and anything impacting on env designations. Keen to keep continuing footpath all around Langstone Harbour as leisure facility. Designated 'shore watchers' keep an eye on harbour shore.	Overview of the issues The benefits to the area Interested in what the coast may look like They will be willing to share input into the project Interested in the Environmental Issues	Interest Information Knowledge Input Volunteers
Hampshire and IOW Wildlife Trust	Undecided	√	√	Champion	INTER-MEDIATE	Probably have members who live in and around Portsmouth Intertidal zone around Portsea rich in archaeological material Manage sites that may experience coastal change in the next 20 years Useful source of information on habitats and species Have regularly participated in workshops and site visits Have experienced staff	Overview of the issues The benefits to the area Interested in what the coast may look like They will be willing to share input into the project Interested in the Environmental Issues	Support for the project Interest Information Knowledge Input Volunteers
Hampshire County Council	Champion	√	√	Champion	INTER-MEDIATE	Data held on Archaeology and historic building record. Data requests to Ally Holly. Footpaths & Highways/Footpaths Landowner (landfill + ?)	Understand the risks and benefits of the FCERM project	Support for the project Interest Information Knowledge Input GIS Maps of assets and maintenance
Highways Agency	Champion/ Undecided	√	√	Champion	INTER-MEDIATE	They manage/operate the M27 They have undertaken, using Nuttalls as main contractor, considerable capital improvements along the North of Ports Creek They recently allowed the EA access on to a site directly off of the M27 at Farlington	Awareness of the project An understanding of any implications of 'rubber necking' to look at potential site activities along Ports Creek	Access to their as built drawings for the Northern embankments of Ports Creek to ensure that our work, from a landscape perspective, compliments or enhances the area. Potential access to trackway North of Ports Creek during construction
Kendalls Aggregates	Champion/ Undecided	X	√	Champion	INTER-MEDIATE	Aggregate quay at Kendalls Wharf Still in active use as a commercial wharf	To know if they can provide a service (supply aggregate to project) To understand how their business may/may not be impacted What is the benefit or risk from FCERM Will the dredgers still be able to access the wharf?	If they want to increase coastal defences/land raise If they are willing to contribute (access/discourts to materials due to small delivery distance) Support for the project
Key Trading Streets Albert Road Palmerston Road Marmion Road	Undecided	√	X	Champion	INTER-MEDIATE	Busy areas that have links with the coastline Businesses will be interested to know what's going on	Impacts of the project on business. Will it be business as usual? Why is the project happening	Input in to the Seafront Masterplan Access to their facilities to host meetings or advertise works/ events Access to their forums to promote the project
General Landowners	Champion	√	√	Champion	HIGH	Potential beneficiary from the scheme Lots of businesses were identified from the walkover but the Landowner or property owner may still need to be identified Our current understanding is that most landowners are unaware of the risk from the sea to their land	Understand what level of Flood risk their land is exposed to Information on what the project might involve What is the benefit of coastal schemes to their interests Will there be improvements?	Access to land Support to undertake works Feedback and input on the options proposed, in return for a contribution Acceptance of the final design Landowner maintenance agreement, this could become a 'contribution'.
MOD Landowners (Defence Estates)	Champion	√	X	Champion	INTER-MEDIATE	Potential beneficiary from the scheme Use Portsmouth Harbour Entrance regularly Portsmouth Harbour is [at the time of writing this] being dredged to accommodate large aircraft carrier ships	Interested to know what works may be undertaken in and around Portsmouth Harbour entrance They may need to be formally notified regarding any works, especially commercial diving, we undertake	Agreement to the project and its proposals Agreement to work in Portsmouth Harbour

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Involve	Consultation/ Listening	Formal Invite to Environment and Archaeology Working Group Workshop Future workshop involvement Involve NEAS in developing a risks and opportunities register for Environment and Heritage and Archaeology Feedback Circulate draft reports for comments and feedback Incorporate any feedback received Issue final copy of reports for their records			NEAS provide technical support when developing schemes they are aware of the schemes	
Gather Information	Consultation/ Listening	Formal Presentations at meetings update website on a regular basis Issue press releases for key phases of the project submit articles in LA magazine Flagship Public Exhibition unmanned Exhibition			Aware of the schemes They understand why the schemes are needed and are champion to the schemes	
Gather Information	Exploring/ innovating/ visioning	Formal Write Meetings			All or part of the following is achieved: Support for the project Interest Information Knowledge Input Volunteers	
Gather Information	Consultation/ Listening	Formal Write Meetings			The following is gained: Support for the project Interest Information Knowledge Input GIS Maps of assets and maintenance	Ally Holly 01962 846737
Gather Information	Giving Information	Write Access through Highways Team Create links with them as the design stage develops			Highways Agency are aware of the schemes They grant access to their as built drawings for the Northern embankments of Ports Creek Access granted to trackway North of Ports Creek during construction	
Involve	Exploring/ innovating/ visioning	Write Meet owner			Aware of the schemes They understand why the schemes are needed and are champion to the schemes offer of contributions towards the schemes	
Inform	Consultation/ Listening	Informal Utilise PCC's engagement trailer Use local media to engage the community (billboards, bus stops, posters) Encourage champions to spread positive messages amongst the communities Consider having an information/walk in centre, model or visualisation of the project in these areas Encourage business to invest in their future by contributing to the project (advertising, new opportunities to link their business to the coast)			Key traders are aware of schemes champion to schemes make their venues/ forums available for the promotion of the schemes	
Partnership	Judging/ deciding together	Formal arrange meetings with landowners (workshop? one on one? Depends on stakeholders) Invite to public exhibition		< List landowners Meeting with all landowners to open up discussions Set up working links with landowners Let them have their own group if needed	Aware of the schemes They understand why the schemes are needed and are champion to the schemes Allow access to their land for scheme development reasons	
Gather Information	Giving Information	Formal Write Meetings			Aware of the schemes They understand why the schemes are needed and are champion to the schemes Allow access to their land for scheme development reasons	John Slater

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
PCCHead of Planning	Champion/ Undecided	√	√	Champion	INTER-MEDIATE	Supports the FCERM of the city Is influential in planning applications Is responsible for delivering the Portsmouth Plan	Understand what the project may look like and how it fits in to the Seafrost Masterplan Understand what the planning / development control message should be for developers wanting to develop in the City What contribution is necessary from the City's Community Infrastructure Levy	Access to developers Support, Information, Work in partnership Using the planning team to send consistent and clear messages on the schemes Planning Approval Access to the Community Infrastructure Levy (if needed).
PCC Asset Management Service	Undecided	√	√	Champion	INTER-MEDIATE	This team contains: Design (Architecture, Landscape and Urban Design, Quantity Surveyors, Structures) Maintenance Property Landscape Architects prepared the Seafrost Masterplan in house	Input in to the Seafrost Masterplan Supply resources to cover staff fees Interested to know how they can help Interested to know much work will come their way to secure staff/posts	Input in to the project, especially at the design stage Resource availability to be involved in leading/delivering work Potential project management support Potential contribution: make staff available at no additional cost to the project
PCC Events Team	Champion/ Undecided	√	√	Champion	INTER-MEDIATE	The PCC events team organise major events within Portsmouth. As well as organising events, they provide assistance and support to people who want to put on their own event.	A well managed event, maintaining a good reputation of PCC	Advice and support on running a well managed and attended event.
PCC Regeneration/ Master Planning	Champion/ Undecided	√	√	Champion	INTER-MEDIATE	Portsmouth Plan (Infrastructure Delivery Plan) Seafrost Masterplan Regeneration Strategy: Shaping the Future of Portsmouth Strategic Director for Regeneration Shaping the Future: Development Group Shaping the Future: Ambassadors Seafrost Strategy Climate Change Strategy The Hard Masterplan	Project delivery timescale How the project supports competition for business opportunities, economic growth What will it look like When can they tell developers Expectations Leisure and tourism opportunities Will the project accommodate the predicted growth of the City?	Input in to how we can: Improve the image and marketing capacity of the city Create jobs and/or wealth Stimulate interest in retail and businesses along the coast Understand if this project can benefit from and assist with PCC's Regional Growth Fund or the Tax Incremental Finance Maintain our involvement and access to the Community Infrastructure Levy Understand how this project can link with/assist with the Hard Masterplan Understand the links with the Solent Local Enterprise Partnership Potential links to Hotel Developers Demonstrate to stakeholders that we can transform the image of Portsmouth by improving its coastline Understanding the enhancements and opportunities that could be realised along the coastline
Portsmouth City Council Highways (Public Roads)	Champion	√	√	Champion	INTER-MEDIATE	The team has engineers, autocad technician, policy and transport officers Work in a PFI using Colas Limited understanding of the service the ESCP do Misconception how the ESCP work for example, you are all Havant employees	To understand what Highways will benefit from the work To understand what disruption to traffic may occur during the work Will the coastal road access remain after the schemes	Access to traffic management Safety advice and support on road working Inform us what roads are essential and must remain open and what roads may be closed Discussion around possible road alterations, including their designations. Drainage Design input
Portsmouth Pyramid Centre	Undecided	√	X	Champion	INTER-MEDIATE	It is a considerable property It is owned by the Council The pump room was flooded from the sea by wave overtopping in 2000(ish)	Protection of their asset from flood and coastal risks Will this project help their business	Historic information about the pump room flood The future plans and aspirations for the site Can it be used for an alternative business? For example can it become a botanical garden, rainforest or climate change visitor centre? Can the entrance be relocated on the seafrost to stimulate a cafe/bar/nightclub?

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Involve	Consultation/ Listening	Formal Meetings			Aware of the schemes They understand why the schemes are needed and are champion to the schemes Planning decisions compliment the schemes	
Partnership	Exploring/ innovating/ visioning	Formal Meetings			Members of the asset management team are interested and aware of the schemes team actively input into the design phase of the project	
Involve	Exploring/ innovating/ visioning	Informal identify contact names/ numbers within the events team arrange a meeting to introduce the scheme once the project is in position to go to public exhibition.			Fully supportive of events, joined up working with ESCP attending other events put on by the council.	
Inform	Giving Information	Informal Encourage Strategic Director for Regeneration to champion this project across the City  Formal Potential visioning workshop with local developers, architects, landscape architects, Portsmouth University undergraduate students and perhaps the Royal Institute of British Architects to explore the canvas Workshops with Shaping the Future groups and planners to understand the business objectives Utilise exhibitions for businesses and developers to stimulate new and continue existing investment in the Seafrost Masterplan and Seafrost Strategy  Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			Aware of the schemes They understand why the schemes are needed and are champion to the schemes Planning decisions compliment the schemes	
Gather Information	Consultation/ Listening	Formal Meeting to discuss proposed designs and their issues/ concerns			Aware of the schemes They understand why the schemes are needed and are champion to the schemes offer advice and input into designs	
Inform	Consultation/ Listening	Formal Meet (probably as part of landowners meeting)			the Pyramid Centre is considered in the design of proposed defences in southsea potential use of the pyramid centre for a exhibition venue	

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
Partnership for Urban South Hampshire (PUSH)	Undecided	√	√	Champion	INTER-MEDIATE	Really understand the strategic flood and coastal risk areas across the Solent Often cite Portsmouth and Southampton as case studies	Information on costs and contributions Clarity on what the project is Updates on the project's progress Understanding how they can help For us to present to them what/how we're doing	Access to resources Information they produce. For example the Solent Flood Risk 2026 contributions map etc Support for the project Champion Portsmouth's regeneration opportunities across the Local Enterprise Partnership
Queens Harbour Master Portsmouth	Undecided	√	√	Champion	INTER-MEDIATE	Statutory Harbour Authority for the 'Dockyard Port of Portsmouth' Chairs the Dockyard Port Forum Member of the Portsmouth Harbour Management Group Relevant Authority for the Solent European Marine Sites (SEMS) project Supported by: The Deputy QHM The Assistant QHM The Chief Admiralty Pilot The Harbour Control Manager The Port Surveyor Releases Navigational News especially regarding the HM Naval fleets movements in and around Portsmouth Harbour	Interested to know what works may be undertaken in and around Portsmouth Harbour entrance They may need to be formally notified regarding any works, especially commercial diving, we undertake	Agreement to the project and its proposals Agreement to work in Portsmouth Harbour Update on the shipping movements
RSPB Environment	Champion/ Undecided	X	√	Champion	INTER-MEDIATE	Maintenance of main designated sites within study area.	Birds Bird Surveys Bird Counts Bird Habitats Local Bird Watching Groups	Bird Surveys Bird Counts Bird Habitats Local Bird Watching Groups Information about birds
Standing Conference On Problems Associated with the Coast (SCOPAC)	Undecided	√	√	Champion	INTER-MEDIATE	Interested in all things coastal	Information on costs and contributions Clarity on what the project is Updates on the project's progress Understanding how they can help For us to present to them what/how we're doing	Support for the project Interest Information Knowledge Input
PCC Seafront Manager	Champion/ Undecided	√	X	Champion	INTER-MEDIATE	Seafront Strategy Keen to deliver improvements around the seafront The team behind the Bandstand and the 'Arches' project in Old Portsmouth	Input in to what goes where, the finishing touches Feed in to the vision Want to understand what the short term and long term benefits will be Will be able to involve businesses from an early stage	Support for the project Interest Information Knowledge Input Contributions, especially towards enhancements
Solent LEP (Local Enterprise Partnership)	Champion/ Undecided	√	√	Champion	INTER-MEDIATE	Understand the need for strategic flood and coastal risk areas across the Solent	Information on costs and contributions Clarity on what the project is Updates on the project's progress Understanding how they can help For us to present to them what/how we're doing	Access to resources Information they produce Support for the project Champion Portsmouth's regeneration opportunities with PUSH
South Parade Pier	Undecided	√	X	Champion	INTER-MEDIATE	Privately owned Have some interest in seeing improvements in the area but were surprisingly not enthused/engaged with the Seafront Masterplan	Interested to know about the project, especially how it affects them/their business	Potential access from pier for wave monitoring system General Access Contributions Support for the project Input in to designs Potential use of their facility for exhibition/display purposes Potential access to their visitors for surveys Support for using the pier in images on this project
Tourism Sea Life Centre Tourist Information	Champion	√	√	Champion	INTER-MEDIATE	Located at the D-Day Museum, Clarence Esplanade	Information on schemes How this project can link to the 'Visit Portsmouth' initiative before, during and most importantly after the project has finished	Disseminate information Potential stand at their office(s) Potential use of their staff to man any site visitor centre Knowledge of educational visits from schools, colleges, universities, tourists (visitors)

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Gather Information	Consultation/ Listening	Maintain teams involvement with this group Invite to workshops Invite to exhibitions			PUSH are champion to the project and refer to it as best practice PUSH allow access to resources that may benefit the project	
Inform	Giving Information	Formal Write Meet			Aware of the schemes They understand why the schemes are needed and are champion to the schemes a good rapport is established between the QHM and ESCP	
Gather Information	Consultation/ Listening	Formal • Write Meet Invite to workshops Invite to exhibitions possible use of their media and comms team Communicate with their fundraising team for advice on how to encourage contributions			RSPB make survey results available to ESCP to feed into the development stage RSPB understand why the schemes are needed and are champion to the designs the development stage of the schemes is well informed regarding the environment.	
Inform	Giving Information	Update Presentations at meetings Circulate reports			Support for schemes Awareness for schemes raised Portsmouth is considered best practice contributions are offered towards the schemes	David Evans
Involve	Consultation/ Listening	Write Meet Invite to workshops Invite to exhibitions Consider partnership working to achieve Seafront Strategy goals			Support for schemes Awareness for schemes raised contributions from their budgets are offered towards the schemes	
Gather Information	Consultation/ Listening	Maintain teams involvement with this group Invite to workshops Invite to exhibitions			Support for schemes Awareness for schemes raised	
Inform	Giving Information	Write Meet Invite to workshops Invite to exhibitions		CT	Dissemination of information	
Inform	Giving Information	Meeting with the Tourist Information team to discuss and explore opportunities			Dissemination of information	

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
Trinity House	Champion/ Undecided	√	X	Champion	INTER-MEDIATE	General Lighthouse Authority for England Safety of shipping Coastal team maintain the 'Aids to Navigation' lights on the defences	How the safety of shipping around the coastline may or may not be impacted Expect that services will be present, regardless of where you are excavating	Information on how to manage temporary arrangements Information on long-term arrangements
UtilitiesElectric	Champion	√	√	Champion	INTER-MEDIATE	The extent of the electric utilities network across the flood cells is uncertain Generally electric cable ducting is black or red, street lighting is black or orange	No disruption to their service For us to follow the appropriate acts and guidance for working near utilities. E.g. Health & Safety at Work Act 1974, Management of Health and Safety at Work Regulations 1999, Provision and Use of Work Equipment Regulations 1998, Electricity at Work Regulations 1989, New Roads and Street Works Act 1991, Traffic Management Act 2004 Gas Safety (Management) Regulations 1996 The Pipelines Safety Regulations 1996	Utilities search information For them to come out and find/mark their services as and when required Support the project
UtilitiesGas	Champion	√	√	Champion	INTER-MEDIATE	The extent of the gas utilities network across the flood cells is uncertain Yellow ducts or pipes	No disruption to their service For us to follow the appropriate acts and guidance for working near utilities. E.g. Health & Safety at Work Act 1974, Management of Health and Safety at Work Regulations 1999, Provision and Use of Work Equipment Regulations 1998, New Roads and Street Works Act 1991, Traffic Management Act 2004 Gas Safety (Management) Regulations 1996 The Pipelines Safety Regulations 1996	Utilities search information For them to come out and find/mark their services as and when required Support the project
UtilitiesPortsmouth Water	Champion	√	√	Champion	INTER-MEDIATE	The extent of the gas utilities network across the flood cells is uncertain	No disruption to their service For us to follow the appropriate acts and guidance for working near utilities. E.g. Health & Safety at Work Act 1974, Management of Health and Safety at Work Regulations 1999, Provision and Use of Work Equipment Regulations 1998, New Roads and Street Works Act 1991, Traffic Management Act 2004	Utilities search information For them to come out and find/mark their services as and when required Support the project
UtilitiesSouthern Water	Champion	√	√	Champion	INTER-MEDIATE	The extent of the gas utilities network across the flood cells is uncertain	No disruption to their service For us to follow the appropriate acts and guidance for working near utilities. E.g. Health & Safety at Work Act 1974, Management of Health and Safety at Work Regulations 1999, Provision and Use of Work Equipment Regulations 1998, New Roads and Street Works Act 1991, Traffic Management Act 2004	Utilities search information For them to come out and find/mark their services as and when required Support the project
Low Influence								
10th Hole & Pitch and Putt	Undecided	√	X	Champion	LOW	Local business near but not on the seafront	Information Will they benefit from FCERM How their business may/may not be impacted	Potential use of their facility for exhibitions General support for the project
ABI Insurance	Undecided	√	√	Champion	LOW	'Statement of Principles' for flood insurance companies to provide flood insurance until 30 June 2013 11 July 2012: Secretary of State for Environment, Food and Rural Affairs [Caroline Spellman] working with ABI to establish a successor arrangement to the 'Statement of Principles' [affordable insurance with sustainable costs on wider policyholder taxpayer]. Options for providing 'safeguards'.	Wider insurance industry advice Looking for more business but avoiding the risks Clarify what their position is regarding providing Clarify information about any proposed internal industry wide 'levy' to people not at risk of flooding for those that are Want to understand the 'residual' flood risk to Portsea Island	Access to flooding information they hold in Portsmouth Information on the proposed industry wide 'levy' Potential financial contributions towards the scheme to reduce the risk/future payments to the City (£1.15billion)

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Gather Information	Consultation/ Listening	Write			trinity house offer advice they are aware of the schemes	
Gather Information	Consultation/ Listening	Write Meet			provide service plans of underground utilities are aware of the project and benefits to the service providers	
Gather Information	Consultation/ Listening	Write Meet			provide service plans of underground utilities are aware of the project and benefits to the service providers	
Gather Information	Consultation/ Listening	Write Meet			provide service plans of underground utilities are aware of the project and benefits to the service providers	
Gather Information	Consultation/ Listening	Write Meet			provide service plans of underground utilities are aware of the project and benefits to the service providers	
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project potential use of their venue to display information regarding the schemes.	
Inform	Consultation/ Listening	Write Meet			good rapport built with an ABI representative and ESCP able to use their data to feed into the schemes offer of contributions towards schemes	

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
ABPmer	Champion/ Undecided	√	√	Champion	LOW	Consultant Based in Southampton Were involved in the Southampton and Portsmouth Harbour Dredging proposals Hydrodynamic work on Southampton Coastal Defence Strategy	Business opportunities	Share their experience Gain access to any work they have undertaken nearby i.e. the Portsmouth Harbour Dredge, Bathymetric and/or topographic surveys
Army Sailing Association	Undecided	√	√	Champion	LOW	This may be linked to the Queens Harbour Master??	Information/ Protection of Assets	Information Input regarding their activities (where/when etc)
Beach Hut Owners	Champion/ Undecided	√	X	Champion	LOW	This is a very sensitive issue The beach huts are very popular We believe (although its not formally confirmed) that the huts provide a source of 'income' in to the City Council that can be utilised on other services	Information about the project How the project affects beach hut usage Will they benefit from the works? Will their beach huts be protected from flood and coastal risks?	To understand the limits of FCERM To understand the message that we do not manage FCR to beach huts, we only provide it to people and property We would welcome beach hut owners input in to the project to prevent risk of exclusion and to see if there is a way we can incorporate their objectives in to this project.
Brittany Ferries	Undecided	√	X	Champion	LOW	Operate from the Continental Ferry Port Operational 24 Hours a day, although due to the distances travelled their shipping movements mainly occur in the morning and evening Bring thousands of tourists to the City of Portsmouth	To understand what the work is How will this project affect them Will this project impede on their business	Look for opportunities for them to communicate any suggestions Access to any maintenance they undertake to the Ferry Port / coastline Possible sponsor or use of their facilities for project engagement purposes Do they have a corporate magazine we could put an article in regarding the regeneration of Southsea's seafront Publications released in May and October each year.
Camper & Nicholson (marine leisure company)	Undecided	√	X	Champion	LOW		Understand how the project may or may not affect them Understand if they will benefit from FCERM	Understand what their interest is with the coastline.
CCATCH	Champion/ Undecided	√	√	Champion	LOW	This project is being led by the Solent Forum for our area. Progress on the project has been limited The purpose of the project is to engage communities in to doing beneficial FCERM projects together. Especially in areas where no government funding is forthcoming. There are several pilot studies that have been completed and are regarded as 'best practice' to learn lessons from. The most local example was the Jurassic Coast, Dorset.	They may want information about the project They may want to share resources, especially communications work/ venues/exhibitions To be kept informed about the project's progress	Contribution: resources/venues for exhibitions Work together on engaging the same people on the different projects to avoid consultation burden.
CCOChannel Coastal Observatory	Champion	√	√	Champion	LOW	Regional Monitoring Data Useful resource Provided input in to coastal processes, such as wave monitoring buoys	Data to utilise for the Regional Monitoring Programme Opportunities to monitor wave climate Opportunities to use the project to deliver student projects, phds, surveys etc	Wave Buoys to monitor near shore wave climate Support for technical recommendations from the technical reports Support for the project Potential use of CCO as an exhibition venue or a facility to undertake presentations etc Resources from the CCO and their students Potentially could lead on some of the initiatives if the work is for the benefit of a wider region or if there is sufficient budget to cover their staff cost.

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Gather Information	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			gather information from their previous surveys if considered of value seek 'lesson's learnt' from their previous experience.	
Inform	Giving Information	Formal LA newsletter (Flagship) website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Inform	Consultation/ Listening	Write Meet Invite to workshops Invite to exhibitions			raised awareness to the project are there any locally known issues around this frontage?	
Inform	Giving Information	Write Meet Invite to workshops Invite to exhibitions			Dissemination of information	Miles Cowsill, Managing Director, Lily Publications on +44 (0) 1624 898446 E mail: sales@lilypublications.co.uk Web: www.lilypublications.co.uk or Graham McDermid on 01273 579444 E mail: Grahamoutline@aol.com
Inform	Giving Information	Write Meet Invite to workshops Invite to exhibitions			raised awareness to the project are there any locally known issues around this frontage?	
Involve	Exploring/ innovating/ visioning	Write Meet Invite to workshops Invite to exhibitions			shared best practice of engaging the community with CCATCH	
Involve	Exploring/ innovating/ visioning	Write Meet Invite to workshops Invite to exhibitions			aware of and champion to the scheme contributions from CCO towards the scheme (potential for CCO to lead on some initiatives if deemed of benefit of wider region) use of CCO data to input into scheme designs	

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
CEFAS	Undecided	√	√	Champion	LOW	Centre for Environment fisheries and aquaculture science Used to issue licence for working below mean low water Still interested in marine extraction licencing although this is now issued by the MMO	Interested to know the extent 'nearshore' or 'offshore' the works may cover Will want to ensure that fisheries is not affected (either by disturbance or pollution)	To understand what their interest is
Chamber of Commerce	Undecided	√	√	Champion	LOW		The impact on businesses	What businesses do they have access to
Civil Service Sailing Association	Undecided	√	√	Champion	LOW		Information/ Protection of Assets	Information Input regarding their activities (where/when etc)
COLAS	Champion	√	√	Champion	LOW	PFI Contractors for Highways in Portsmouth They have provided, in the past, maintenance to assets around the coast They undertake the emergency flood response at Old Portsmouth	How they can be involved How will the works impact on the assets they lease and maintain as part of their PFI contract Will there be an impact to their existing contract Will there be any business opportunities to tender for	Their input on all things highways Potential access to comms officers Potential access to their workforce
Condore Ferries	Undecided	√	X	Champion	LOW	Operate from the Continental Ferry Port Operational 24 Hours a day, although due to the distances travelled their shipping movements mainly occur in the morning and evening Bring thousands of tourists to the City of Portsmouth	To understand what the work is How will this project affect them Will this project impede on their business	Look for opportunities for them to communicate any suggestions Access to any maintenance they undertake to the Ferry Port / coastline Possible sponsor or use of their facilities for project engagement purposes Do they have a corporate magazine we could put an article in regarding the regeneration of Southsea's seafront
Council of British Archaeology	Champion/ Undecided	√	√	Champion	LOW		Understand what they can offer Understand what the scale of the project is Understand what the risks and opportunities are for heritage and archaeology	Interest Information Knowledge Input
CPRE Campaign to Protect Rural England	Champion/ Undecided	√	√	Champion	LOW		Understand what they can offer Understand what the scale of the project is Understand what the risks and opportunities are for rural areas	Interest Information Knowledge Input
Cricket Clubs	Undecided	√	X	Champion	LOW	Clarence Pier US Portsmouth  Portsmouth Cricket Club (by Tenth Hole)	Information/ Protection of Assets	Potential use of their club houses / grounds for exhibitions
Cyclists & Runners	Undecided	√	√	Champion	LOW	Use the seafront to exercise Great South Run	Information/ Protection of Assets	Feedback on the current facilities Information on any improvements they would like to see GSR could be used as a promotional opportunity for this project

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Inform	Giving Information	Write			CEFAS to respond to correspondence, establishing their interest in the project(s)	
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval				
Inform	Giving Information	Write			raised awareness to the project are there any locally known issues around this frontage?	
Inform	Consultation/ Listening	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			liaison with COLAS teams if their input is required	
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			Dissemination of information	For all media enquiries contact Emma Gaisford on 01730 235666 or email portsmouth@navigate-design.com
Gather Information	Consultation/ Listening	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Inform	Consultation/ Listening	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
D-Day Museum	Undecided	√	X	Champion	LOW	Home to the Tourist Information office Can be used as a consultation venue or presentation	Information on modern history How the project may impact business To understand what message they can give to their customers	Possible access to venue for exhibitions and presentations Information on the modern history of the area Links to school groups and education opportunities
Fareham Sailing and Motor Boat Club	Champion/ Undecided	√	√	Champion	LOW	Interested in mooring craft in upper reaches of Portsmouth Harbour. Currently have mooring licenses and pontoon mooring at salterns jetty.	Information/ Protection of Assets	Feedback
Fleet Support Limited	Undecided	√	√	Champion	LOW			Information on how they think the project will impact them Feedback on the project Support for the project Contributions?
Friends of Old Portsmouth Association	Undecided	√	X	Champion	LOW		Information/ Protection of Assets	Information on how they think the project will impact them Feedback on the project Support for the project Contributions?
General Public	Undecided	√	√	Champion	LOW	Passionate about their coastline There is a very diverse community within the city There is a large area of the City at risk from flooding from the sea The general public are not fully aware of the risks from the sea that the city currently faces	Information/ Protection of Assets	Listen Access to their opinions Feedback History Opportunities (what would they change about their coastline)
Gosport Boat Yard	Undecided	√	X	Champion	LOW		Information/ Protection of Assets	Information on how they think the project will impact them Feedback on the project Support for the project Contributions?
Gosport Ferry	Undecided	√	X	Champion	LOW	Interested in Portsea Hard. They own a freehold pontoon.	Information/ Protection of Assets	Information on how they think the project will impact them Feedback on the project Support for the project Contributions?
Gunwharf QuaysTraders	Undecided	√	X	Champion	LOW			

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Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
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Inform	Exploring/ innovating/ visioning	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			Local residents are aware of the schemes They understand why the schemes are needed and are champion to the schemes	
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
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Hampshire Ramblers Association	Undecided	√	√	Champion	LOW	Walkers	Information/ Protection of Assets Opportunities to gain more access to walk Safety of the footpath networks	Understand how they use the coast What would they like to see around the walkable areas Input in to the design of the project
Harvester/ Harvester Inn	Undecided	X	√	Champion	LOW	Pub on the edge of Langstone Harbour	Information/ Protection of Assets Impact on business	Contributions towards flood defences Shared opportunities to develop integrated design and construction
Hampshire County Council/Local Neighbouring Lead Flood Authority	Champion	√	√	Champion	LOW	Lead on Surface Water Management of the Local Authorities across Hampshire	How this project will deal with land drainage issues and surface water drainage	How this project links to surface water management Will they fund part of the work that are especially for surface water improvements
Historic Dockyard/Naval Base	Champion/ Undecided	√	X	Champion	LOW	The site is a visitor area Lots of tourists visit this area so will be multi-lingual HMS Nelson and HMS Warrior are moored here Good example of maritime heritage of the City, this area features heavily when promoting the City and is accessed as part of the Great South Run	To ensure their assets are not detrimentally impacted by the work we propose	Access to their facility for communications, exhibitions and presentations Access to heritage funding
HMS Nelson	Undecided	√	X	Champion	LOW	dredge Portsmouth Harbour every 4 years. Looking to construct several new jetties over coming yrs.	To ensure their assets are not detrimentally impacted by the work we propose	Access to their facility for communications, exhibitions and presentations Access to heritage funding
Hornet Sailing Club	Champion/ Undecided	√	X	Champion	LOW	Interesting in yachting of south-west Portsea and Harbour Entrance, wish to be kept informed.	Information/ Protection of Assets	Useful information
Hovertravel Ltd	Undecided	√	X	Champion	LOW	Interested in longshore drift affecting the beach they lease (200m east of Clarence pier).	Clear slipway from gravel etc	Contribution to the maintenance of the slipway, especially if Beach Management is required
HSE/Health and Safety Executive	Champion/ Undecided	√	√	Champion	LOW	Construction Design Management Regulations 2007	To be officially notified of the project from the beginning of the design stage Potential site visit to understand the area and the risks associated with the project Assurances the project is safe	Ensure that they support the project Create a two-way dialogue in order for us to benefit from their wisdom and advice
Industrial Estates/Traders (Victory Management)	Champion	X	√	Champion	LOW		To ensure their assets are not detrimentally impacted by the work we propose	Contributions as a beneficiary of the project

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Involve	Exploring/ innovating/ visioning	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Partnership	Exploring/ innovating/ visioning	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			build a rapport with HCC possibilities for contributions towards schemes explored	
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
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J Butcher & Sons (waterbus& tour boats)	Undecided	√	√	Champion	LOW		Information/ Protection of Assets	Useful information CONTRIBUTION: Boat use to explore the coast from the sea
Joint Services Adventurous Sail Training Centre	Undecided	√	X	Champion	LOW		Information/ Protection of Assets	Information Input regarding their activities (where/when etc)
Kitesurfers/ Windsurfers	Undecided	√	√	Champion	LOW	Mainly use the area between the Marine Barracks and Eastney Public Toilets	Information/ Protection of Assets	Information Input regarding their activities (where/when etc)
Langstone Harbour Advisory Committee	Champion/ Undecided	√	√	Champion	INTER-MEDIATE	Any works should not prevent future improvement/ development of landing and launching facilities for leisure craft.	Information/ Protection of Assets	Information Input regarding their activities (where/when etc)
Langstone Harbour Board	Undecided	√	√	Champion	LOW	Interested in all coastal issues on Langstone Shore.	Information/ Protection of Assets	Information Input regarding their activities (where/when etc)
Langstone Harbour Fishermans Association	Undecided	√	√	Champion	LOW	Interested in all coastal issues on Langstone Shore.	Information/ Protection of Assets	Information Input regarding their activities (where/when etc)
Maritime and Coastguard Agency	Undecided	√	√	Champion	LOW	Maritime Safety including emergency response Interested in leisure activities too	That appropriate measures are in place for the health and safety of people using the sea and coast for all purposes	Advice and input in to design of any coastal assets Opportunities to link with their objectives and initiatives Joint attendance at exhibitions
Morrison's/ Anchorage Park Shops	Undecided	X	√	Champion	LOW		Information/ Protection of Assets	Information Financial contribution as a beneficiary Use of their store to engage the public about the projects Potentially involve more in the project depending on their interest
Mountbatten Centre	Undecided	X	√	Champion	LOW	Popular Leisure Centre with Swimming Pool	Information/ Protection of Assets	Information Financial contribution as a beneficiary Use of their centre to engage the public about the projects Potentially involve more in the project depending on their interest
National Monuments and Records Centre	Undecided	√	√	Champion	LOW	Concerned with developments impacting on cultural heritage, especially maritime and terrestrial archaeology.	Opportunities for more information	Access to the records Input in to the maritime heritage of the area

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Involve	Exploring/ innovating/ visioning	Formal LA newsletter (Flagship) website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
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Nudists	Undecided	√	X	Champion	LOW	A very active community of nudists like to use the beach in front of Fraser Battery. This secluded beach is owned by the owners of Fraser Battery who restrict public access to this beach on safety grounds.	Access to the beach Interested in designation of a nudist beach / area Will be interested in when the construction phase will occur	An understanding of their requirements Potential input in to the design of the projects Contribution
Other Local Authorities Fareham Borough Council Gosport Borough Council Havant Borough Council	Champion	√	√	Champion	LOW	GBC interested in development which will effect Portsmouth Harbour and Gosport coastline The other 3 partnering local authorities in the Eastern Solent Coastal Partnership	Understand what links to their LA's this project may have Links to the Solent Local Enterprise Partnership	Access to their resources (comms, graphics, venues) Feedback Information
P & O Portsmouth	Undecided	√	X	Champion	LOW	Operate from the Continental Ferry Port Operational 24 Hours a day, although due to the distances travelled their shipping movements mainly occur in the morning and evening Bring thousands of tourists to the City of Portsmouth	To understand what the work is How will this project affect them Will this project impede on their business	Look for opportunities for them to communicate any suggestions Access to any maintenance they undertake to the Ferry Port / coastline Possible sponsor or use of their facilities for project engagement purposes Do they have a corporate magazine we could put an article in regarding the regeneration of Southsea's seafront
PCAN (Portsmouth Climate Action Network)	Champion	√	√	Champion	LOW	Active group Links to many council initiatives	What is being done	Input Access tot heir group
PCC Car Parking	Undecided	√	√	Champion	LOW	Lots of parking spaces along the seafront Not so many parking spaces in the Northern area of the City	Impact on the car park revenue	Access to parking areas Car park passes Idea of the future objectives for parking (increasing decreasing?) Contributions from visitors parking along the seafront
PCC Contaminated Land Officer	Undecided	√	√	Champion	LOW	Very detailed records of contaminated land issues in Portsmouth	Assurance that the risks will not be increased by any project we undertake	Data Information Advice Support Review of work Support
PCC Emergency Planning	Champion/ Undecided	√	√	Champion	LOW	Very detailed records of flood risk issues in Portsmouth	Assurance that the risks will not be increased by any project we undertake	Data Information Advice Support Review of work Support
PCC Parks and Gardens	Undecided	√	√	Champion	LOW	Very detailed records of parks and gardens in Portsmouth	Assurance that the risks will not be increased by any project we undertake	Data Information Advice Support Review of work Support
PCC Waste Management	Champion/ Undecided	√	√	Champion	LOW	Very detailed records of waste and environmental pollution issues in Portsmouth	Assurance that the risks will not be increased by any project we undertake	Data Information Advice Support Review of work Support
PCC Archaeology	Undecided	√	√	Champion	LOW	Very detailed records of heritage and archaeology issues in Portsmouth	Assurance that the risks will not be increased by any project we undertake	Data Information Advice Support Review of work Support

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Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			aware of and champion to the scheme communications teams are aware of the scheme(s)	
Inform	Giving Information	Formal LA newsletter (Flagship) website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Gather Information	Consultation/ Listening	Write Meet Invite to workshops Invite to exhibitions			raised awareness to the project are there any locally known issues around this frontage?	
Gather Information	Exploring/ innovating/ visioning	Write Meet Invite to workshops Invite to exhibitions			parking teams aware of the scheme and provide support (parking passes etc) possibility of utilising proportion of car parking income as contributions explored	
Gather Information	Giving Information	Write Meet Invite to workshops Invite to exhibitions			officer aware of and champion to the scheme provide support to the team with regards to cont land information	
Gather Information	Giving Information	Write Meet Invite to workshops Invite to exhibitions			officer aware of and champion to the scheme provide support to the team with regards to emergency planning	
Gather Information	Giving Information	Write Meet Invite to workshops Invite to exhibitions			officer aware of and champion to the scheme provide support to the team with regards to landscaping	
Gather Information	Giving Information	Formal LA newsletter (Flagship) website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			officer aware of and champion to the scheme provide support to the team with regards to effects of the scheme toward waste management	
Gather Information	Giving Information	Formal LA newsletter (Flagship) website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			officer aware of and champion to the scheme provide support to the team with regards to archaeology	

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Port Authority/ Ferry Port	Undecided	√	X	Champion	LOW	Very detailed records of ports and port management issues in Portsmouth Responsible for the upkeep of the ports Includes the camber quay area	Assurance that the risks will not be increased by any project we undertake	Data Information Advice Support Review of work Support
Portsmouth & Langstone Sailing Association	Undecided	√	√	Champion	LOW	All works should not prevent future improvement to existing or development of other launching/ landing facilities.	Information/ Protection of Assets	Information Input regarding their activities (where/when etc)
Portsmouth and District Canoe Club	Undecided	√	√	Champion	LOW	Concerns of access to waters. Currently use Halsea (by Lido), Sallyport (Broadstreet), Southern Seafront, Eastney (entrance to Langstone Harbour).	Information/ Protection of Assets	Information Input regarding their activities (where/when etc)
Portsmouth Football Club (Advertising)	Undecided	√	√	Champion	LOW	Would like to move their stadium to another area of Portsmouth but it looks likely that they will be staying at their Fratton home for some time. Are involved in a lot of community work	Information/ Protection of Assets	Information Access to their publications Link with their education/ community work to promote the work and links to site safety?
Portsmouth Harbour Cruising Club	Undecided	√	X	Champion	LOW		Information/ Protection of Assets	Information Input regarding their activities (where/when etc)
Portsmouth Harbour Yacht Club	Undecided	√	√	Champion	LOW		Information/ Protection of Assets	Information Input regarding their activities (where/when etc)
Portsmouth Lifeguards	Undecided	√	X	Champion	LOW		Information/ Protection of Assets	Information Input regarding their activities (where/when etc)
Portsmouth Museum	Undecided	√	X	Champion	LOW	Currently no full time archaeologist at the City Access to Historic Environment Record through museum curator Looking to update HER in the near future	Someone to update the HER Someone to access the HER in lieu of the Curator Digitisation of the HER Access to any information we produce	Access to the HER Access To photograph archive Use of their facilities for exhibitions
Portsmouth Outdoor Centre	Undecided	X	√	Champion	LOW	Located on Langstone Harbour Has strong links to the City Council Has a useful room upstairs with great views of the Harbour	Information/ Protection of Assets	Information Input regarding their activities (where/when etc)

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Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage? potential use as a exhibition venue?	

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Portsmouth Sailing Club	Undecided	√	√	Champion	LOW	Interested in changes that may impede persons in distress egressing waters. Also in access to waters and freedom of navigation.	Information/ Protection of Assets	Information Input regarding their activities (where/when etc)
Portsmouth Schools and Colleges	Undecided	√	√	Champion	LOW	Lots of education facilities in Portsmouth Building Schools for the Future Initiative was (before funding was withdrawn) going to be a massive project for the Council	Information/ Protection of Assets Can the schools benefit from the project (learning opportunities, site visits etc)	Understand if we can link to their curriculum Offer education links Potential site visits once the project is up and running See if a visitor centre on site would be useful Access to school facilities for public exhibitions
Portsmouth Society	Undecided	√	√	Champion	LOW		Information/ Protection of Assets	
Royal National Lifeguards I	Undecided	√	√	Champion	LOW	Interested in any aspects which may effect the operation on lifeboats.	Information/ Protection of Assets	Feedback on health and safety risks and improvements to safety along the coastline to ensure we reduce the risks to the public and to the RNLI volunteers
Royal Marines Museum	Undecided	√	X	Champion	LOW	Links to maritime heritage of Portsmouth Can be used as a consultation venue or presentation	Information on modern history How the project may impact business To understand what message they can give to their customers	Possible access to venue for exhibitions and presentations Information on the modern history of the area Links to school groups and education opportunities
Royal Naval Yacht Club and Royal Albert Yacht Club	Undecided	√	X	Champion	LOW	Links to maritime heritage of Portsmouth Can be used as a consultation venue or presentation	Information on modern history How the project may impact business To understand what message they can give to their customers	Possible access to venue for exhibitions and presentations Information on the modern history of the area Links to school groups and education opportunities
RYA Royal Yachting Association	Champion/ Undecided	√	√	Champion	LOW		How the yachting in the area may be affected Will there be opportunities for improving sailing in the area	Possible access to venue for exhibitions and presentations Links to school groups and education opportunities Could be used to communicate to a wider yachting audience than we could on our own Potential media to be used (magazine?)
Seafront Beach Concessions	Undecided	√	X	Champion	LOW		Information/ Protection of Assets	
Solent European Marine Sites	Undecided	√	√	Champion	LOW	New defence options to provide compensation habitats as a result of coastal squeeze.		
Solent Forum	Champion/ Undecided	√	√	Champion	LOW	Project Officer is interested in how strategy deals with SLR.	Input in to their initiatives, conferences	Access to their forum to engage stakeholders
Solent Protection Society	Undecided	√	√	Champion	LOW			

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			use of facilities for public exhibitions explored school trips are arrange to the coast line and the coastal defences/ flood risk is taught within lessons.	
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Inform	Giving Information	Write			raised awareness to the project are there any locally known issues around this frontage?	
Gather Information	Giving Information	Write Meet			raised awareness to the project are there any locally known issues around this frontage?	
Gather Information	Giving Information	Write Meet Invite to workshops Invite to exhibitions			raised awareness to the project are there any locally known issues around this frontage?	
Gather Information	Giving Information	Formal LA newsletter (Flagship) website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Inform					raised awareness to the project are there any locally known issues around this frontage?	
					raised awareness to the project are there any locally known issues around this frontage?	
Inform	Giving Information	Formal LA newsletter (Flagship) website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Inform	Giving Information	Formal LA newsletter (Flagship) website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	023 8062 5400

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
Southern and South East England Tourist Board	Undecided	√	√	Champion	LOW	Potential links to the recent 'GREAT' initiative and the 'Visit Britain' and 'Visit England' campaigns	What is the impact of this project on tourism	Contributions Funding Advice (on improving tourism) Opportunities to link with their objectives
Southern Coastal Group	Champion	√	√	Champion	LOW	This is held every 3 months at Havant	What resources are required for the project Can the project benefit from joint initiatives Can SCG initiatives benefit from this project	Access to the SCG members Opportunities to share best practice Opportunity to join up with other projects to generate savings where possible
Southern Inshore Fisheries & Conservation Authorities	Undecided	√	√	Champion	LOW	Concerned shingle movement may affect turbidity of water	Interested to know the extent 'nearshore' or 'offshore' the works may cover Will want to ensure that fisheries is not affected (either by disturbance or pollution)	To understand what their interest is
Southsea Accommodation (Queens Hotel etc)	Undecided	√	X	Champion	LOW	Has featured in many old photographs of the city	Information/ Protection of Assets	Information Financial contribution as a beneficiary Use of their store to engage the public about the projects Potentially involve more in the project depending on their interest
Southsea Bowling Club	Undecided	√	X	Champion	LOW	Has been there a while	Information/ Protection of Assets	Information Financial contribution as a beneficiary Use of their clubhouse to engage the public about the projects Potentially involve more in the project depending on their interest
Southsea Model Village	Undecided	√	X	Champion	LOW		Information/ Protection of Assets	Information Financial contribution as a beneficiary Use of their facility to engage the public about the projects Potentially involve more in the project depending on their interest
Southsea Tennis Club	Undecided	√	X	Champion	LOW		Information/ Protection of Assets	Information Financial contribution as a beneficiary Use of their store to engage the public about the projects Potentially involve more in the project depending on their interest
Sport England	Undecided	√	√	Champion	LOW	Interested in recreation and water/ coastal based sport Fund many sporting initiatives Are clients for their own projects	Increasing water sports Improving the sports facilities offered by the City Opportunities for the City to host major sporting events	Funding Potentially work in partnership to achieve their and PCC's sporting initiatives along the coastline
SUSTRANS (Sustainable Transport)	Undecided	√	√	Champion	LOW	Would like to have more methods of sustainable transport in the City of Portsmouth	Space available to incorporate a wide range of sustainable transportation methods now and in the future	Understand their vision and long term goals Look for joint opportunities to provide the space to achieve this Joint project funding to deliver a new transport solution integrated in to the sea defences Look to their advice for providing a cycling circuit around the entire (publicly accessible) coastline that meets the City's objectives

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Inform	Giving Information	Formal LA newsletter (Flagship) website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project potential avenues for gaining contributions have been explored	
Inform	Giving Information	Write Meet Invite to workshops Invite to exhibitions			build a good rapport with members share best practice methods	www.southern-ifa.gov.uk
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Gather Information	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Gather Information	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Gather Information	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Gather Information	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	
Involve	Exploring/ innovating/ visioning	Write Meet Invite to workshops Invite to exhibitions			gained funding for sporting initiatives along the coastal frontage	<a href="http://www.sportengland.org/funding/small_grants.aspx">http://www.sportengland.org/funding/small_grants.aspx</a>  Nick Farthing
Partnership	Giving Information	Write Meet Invite to workshops Invite to exhibitions		CT	Dissemination of information	Portsmouth Tourist Information Centres inside D-Day museum, Southsea, PO5 3NT 02392 826722

Stakeholder (alphabetical order)	Current grid position	Flood cell 1 Southsea	Flood cell 4 North Portsea Island	Target grid position	Level of influence	Stakeholder details status (what do we know or not know)	Needs/ offers: what might they want from (or to contribute to) coastal management? Note carefully what we do or do not know	What do we want from them? (E.G. Local flood info)
Trident Forum Group of industrial leaders	Champion	√	√	Champion	LOW		Information/ Protection of Assets	Access to broader outcomes Contributions Advice and support for the project Engagement opportunities
Tudor Sailing Club	Undecided	X	√	Champion	LOW		How the yachting in the area may be affected Will there be opportunities for improving sailing in the area	Possible access to venue for exhibitions and presentations Links to school groups and education opportunities Could be used to communicate to a wider yachting audience than we could on our own Potential media to be used (magazine?)
University of Portsmouth	Champion/ Undecided	√	√	Champion	LOW	Big employer in the City University has Geography, Geology, GIS, Civil Engineering schools	Links with this projects for their students Potentially supply students to do work Utilise the UOP Survey team Understanding of the Cities CFERM issues	Involvement Interest Feedback
Viviers UK Ltd (Fish and Shellfish Merchants)	Undecided	√	X	Champion	LOW			
Wightlink Ferries	Undecided	√	X	Champion	LOW	Operate from the Camber Operational 24 Hours a day, although due to the distances travelled their shipping movements mainly occur in the morning and evening Bring thousands of tourists to the City of Portsmouth	To understand what the work is How will this project affect them Will this project impede on their business	Look for opportunities for them to communicate any suggestions Access to any maintenance they undertake to the Ferry Port / coastline Possible sponsor or use of their facilities for project engagement purposes Do they have a corporate magazine we could put an article in regarding the regeneration of Southsea's seafront

Type of engagement we'd like to offer (inform, gather information, involve, partnership or stat consultee)	Engagement method	Action	Completed	By who	Measure of success	Contact & details
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage? established good rapport with the ESCP and have discussions regarding contributions	
Gather Information	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	Provision of historic maps from Hydrographic Office at Naval Shipyard
Gather Information	Giving Information	Write Meet			raised awareness to the project are there any locally known issues around this frontage? are students willing to invest time in the schemes? Surveys/ research	Fish Merchants at: Camber Docks Gunwharf Road PO1 2JX02392 753621
		Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	Anthony Firth
Inform	Giving Information	Formal LA newsletter (Flagship) Send Information leaflet/ poster website/ notice boards press release inviting to give information/ attend exhibitions Feedback media via press release on key phases (council approval)/ planning approval/ LPRG approval			raised awareness to the project are there any locally known issues around this frontage?	



# Stakeholder Engagement for North Portsea Island

## Summary Annex to Portsea Island Coastal Flood and Erosion Risk Management Scheme Communications Plan

### Purpose of this report

To summarise the detailed approach to engagement for this project. This report will give detail on how engagement will reach Internal partners, Councillors and local members, Environmental partners and the wider public for the Shortlist of options and the detailed design for future FCERM works in North Portsea Island.

### Background

The Eastern Solent Coastal Partnership on behalf of Portsmouth City Council has developed a Communications Plan for North Portsea Island and Southsea coastal defence schemes which is available via this link <http://www.escp.org.uk/coastal-schemes/portsmouth/Southsea> (within related documents section). PCC's Communications Team and Graphic Designers have been involved in the development of this project's Communications Plan and will be involved throughout the engagement and consultation for this project.

## Summary of Engagement activities

### Engaging Key Stakeholders

Key Stakeholders Will be engaged on the project's progress and will be able to make decisions in accordance with the project's Memorandum of Understanding [MoU].

**Project Board** Project board will be hosted by Portsmouth City Council and are to be briefed of project development and engagement progress throughout. (Minutes included within appendices)

**Steering Group:** Project Team to hold meetings to update the Steering Group on the progress of the engagement. (Outputs within appendices) Steering group to comprise of key stakeholders and statutory bodies.

**Strategic Directors:** Kept informed via the Directive Management Team [DMT] at PCC and the Strategic Directors Board [SDB]. It is important to have buy In at a senior level to progress our engagement approach and ensure our materials fit with the expectations of the Local authority.

**Councillor's and Elected members:** Councilors and Elected Members will be informed through Cabinet Briefings, briefings from the Head of service, briefings with the client manager and Project Team meetings. It is proposed that engagement materials for public consultation events are approved by the Head of Transport and Environment and the Environment Portfolio Holder prior to going public.

In February 2014, a number of Councillor's will attend an escorted coastal tour of North Portsea and Southsea. (A summary of the tour is provided in the appendices of this report)

The Members information service will also be used to inform Councillor's of key messages throughout the project.

### Public Consultation

**Communities and wider public:**

The Community will be invited to at least 4 public consultation events across North Portsea Island. The first 4 events will allow the community to view the shortlisted options for defence. The second round of events will allow the community to view the detailed design for areas within the wider scheme.

The first round of Consultation on the shortlist of options will take place in March 2014 and the venues selected include:

- 1) The Anchorage Lodge
- 2) Portsmouth water sports centre
- 3) The Innlodge Portsmouth
- 4) Mountbatten Centre

These meetings will provide residents with an opportunity to speak to the project team regarding the options. A mobile consultation will also be held making use of the PCC vehicle and hosting a range of materials and information on the coastal project.

A second round of consultation is programmed to take place in December 2014 to show the community the detailed design for the project areas.

## **Wider Stakeholder Consultation and Publicity**

Press Release:	Project Team and Engagement Lead to produce joint press release with PCC detailing option development, timeline of works and key benefits. Include quote from PCC representative, Project Manager and EA representative. Press releases will also be issued prior to consultations for publicity purposes.
In House Magazine:	Project Team with support from Engagement Lead to produce a detailed article on the option development and preferred option, funding, timeline of works, and benefits delivered. Article to submitted to flagship team by 15 <sup>th</sup> August 2014 for distribution between the 27 <sup>th</sup> September and 3 <sup>rd</sup> October 2014.
PCC notice Boards:	Communications lead to work with internal design team to develop information poster for placement on PCC notice boards around North Portsea. We will also assess opportunities to present to post on private partners notice boards (e.g- Sailing clubs etc).
Scheme Flyers:	Communications lead to work with design team to develop information flyers for distribution prior to scheme consultation. Leaflet drop to local residents in North Portsea Island and surrounding area, this will also include local businesses to raise the profile of the scheme in advance of contributions approaches. Flyers to be distributed 2 weeks in advance of each consultation.
Website Update:	ESCP website pages to be updated with all relevant information in line with detailed press release and in house magazine. Website to be updated as option development moves forward. Online survey to also be produced with PCC teams and hosted on ESCP website and project pages. Links to project website on PCC WebPages will also be set up.
Social Media	Use of Social media to consult and engage wider audiences. Production of interactive video footage showcasing area and capturing the imagination of the public as to what the area could look like in the future.
Unmanned Exhibitions	The use of unmanned exhibitions in the PCC reception and local libraries to publicise the scheme and provide wider information on the project. These will consist of banners / boards and leaflets. Unmanned exhibitions to be placed at Southsea Library, Guildhall Library and PCC reception.
Presentations to community	Use of forums and meetings to present to key community groups and interested parties. Opportunities being investigated to present to Southsea neighborhood forum and to local schools. Presentations scheduled at Tudor Sailing club and the Milford neighborhood forum.

## **Engagement with internal and external Partners (James Addicott to complete)**

### **Statutory**

- EA
- Natural England
- English Heritage
- PCC Planning Team
- PCC LLFA Drainage Team
- PCC Transportation & Highways
- Langstone Harbour Board
- Queens Harbour Master

### **Non Statutory**

- Tudor Sailing Club
- Milton Forum
- Kendalls Brothers Ltd
- Colas
- Sustrans
- Crown Estate
- Network Rail
- Hilsea Lido
- English Heritage
- The Portsmouth Society
- Shaping Portsmouth team
- Mountbatten Centre

To engage and obtain information from these groups individual meetings have been held. We have also invited statutory groups to be members of the steering group for this project to keep them involved throughout its development.

## **Engagement with Environmental Partners**

As part of the EIA process a number of statutory bodies will be consulted and knowledge shared to feed into this report.

The organisations engaged as part of the EIA development include:

- Natural England
- MMO
- Local Authority officers
- Planning team at PCC
- Langstone Harbour board
- Queens Harbour master (QHM)
- English Heritage
- Noise and Air Quality Officer at PCC
- HCC Ecology
- Hampshire Archaeology
- MOD
- Southern IFCA
- Landscape and Visual Impact Assessment Team

A site meeting will be held at an early stage in the project with Natural England (03/03/2014) with a further site meeting available to all groups above on to be held on (09/07/2014). These organisations will also receive update emails throughout scheme development and have the

opportunity to have individual meetings to discuss specific issues relating to their work areas on this coastline.



### **Maintaining Relationships throughout the project**

- Social Media use:** Social media to be a point of contact for those engaging through this medium. Q&A online as required.
- Press Dialogue:** The issue of press updates as and when required during the construction phase highlighting progress and any key milestones including scheme closure.
- Presentation of preferred option:** Potential to hold a event to present the preferred option for all stakeholders to attend. Presentations on option development and how the project will proceed from this point forwards.
- Ongoing Dialogue via telephone and email:** Fielding of questions and queries relating to the project.
- Ongoing updates to Website** Website to be updated as scheme progresses to allow public to continue following development.
- Production of video Footage and Q and A** Use of ESCP YouTube channel to update and showcase the project and construction work on site.



When	Engagement Phase	Engagement activity	Lead responsibility	Outcome
		<i>key dates. (RHPS example)</i>		
October / November 2014	<p><b>Wider Stakeholder Update:</b> Inform wider stakeholders about scheme approval and project programme</p> <p><b>Consultation on Options development</b> Provide details of scheme options to local residents.</p>	<p><b>Press Release:</b> Joint Press Release with EA to include full suite of details and how to find out more information.</p> <p><b>Magazine Articles:</b> Detailed article for Flagship magazine. (deadline 15<sup>th</sup> August 2014)</p> <p>Solent Forum (TBC)</p> <p><b>Unmanned exhibitions:</b> To be placed at key sites (eg- PCC reception and libraries)</p> <p><b>Use of vehicle for mobile engagement:</b> PCC vehicle to be explored and if possible used to allow for mobile engagement on the coast.</p> <p><b>Coastal Information Board Update:</b> Produce posters for seafront boards</p> <p><b>Scheme Flyers:</b> Produce information fliers for use during project</p> <p><b>Website Update:</b> Full update and creation of new</p>	<p><b>Scott Mills</b> Critical support Marc Bryan, Sarah Ball</p> <p><b>Scott Mills</b> Critical support Marc Bryan, Sarah Ball</p> <p><b>Scott Mills</b> Critical support Scott Mills, Sarah Ball</p> <p><b>Scott Mills</b> Critical support Sarah Ball</p> <p><b>Scott Mills</b> Critical support Sarah Ball</p>	<p>Wider stakeholders are fully informed and aware of scheme construction process and benefits it will provide.</p>

When	Engagement Phase	Engagement activity	Lead responsibility	Outcome
		<p><i>pages for each individual scheme.</i></p> <p><b>Q&amp;A Sessions:</b>  <i>Potential to hold sessions on seafront or at a venue to allow people to drop in during the day to ask questions and provide any feedback.</i></p>		
<p><i>Ongoing throughout the project</i></p>	<p><b>Maintaining Relationships</b></p> <p><i>Ongoing dialogue with all stakeholders to ensure they are fully informed on scheme progression and timeline.</i></p>	<p><b>Ongoing Press Dialogue:</b>  <i>Press releases on project progress</i></p> <p><b>Continued Social media dialogue</b>  <i>Use of Facebook, Twitter, YouTube to update interested groups on the project moving towards construction and during construction.</i></p>	<p><b>Scott Mills</b>  <i>Critical support ESCP project team</i></p> <p><b>Scott Mills</b>  <i>Critical support Marc Bryan</i></p> <p><b>Scott Mills</b>  <i>Critical support ESCP project team</i></p>	<p><i>Stakeholders are aware of the scheme and attend public exhibition</i></p> <p><i>Stakeholders are aware of the scheme and offer info on potential issues</i></p>



# **NORTH PORTSEA ISLAND COASTAL FLOOD AND EROSION RISK MANAGEMENT SCHEME**

**PUBLIC CONSULTATION TECHNICAL NOTE**

**SHORTLIST OF OPTIONS - FEBRUARY TO MARCH 2014**



# Document control

Revision	By	Checked	Date
1.0	SB	AP	21/03/2014

# 1. Overview

Public consultation on the shortlist of options for the North Portsea Island Coastal Flood and Erosion Risk Management Scheme was undertaken from 03/02/2014 to 07/03/2014. Four consultation events were held at different locations across North Portsea Island: at Anchorage Lodge, Portsmouth Watersports Centre, the Inn Lodge and Mountbatten Centre. In addition to these, the project team engaged with the public via clip board surveys outdoors around the North Portsea Island coastline. The public were also directed to consultation material on the ESCP website and encouraged to complete the online feedback questionnaire. The results of the questionnaires are presented in this document.

Over 200 people attended the consultation events, with 125 filling out questionnaires on site. Almost all attendees were Portsmouth residents, with the majority coming from Anchorage Park. There was also a significant interest from Tudor Sailing Club. The remainder were mostly from within the scheme area but there was a small spread from elsewhere which included Havant, Drayton, Farlington, Milton, Eastney and Southsea. Attendees were asked to mark on a map of North Portsea Island where they had come from. A digitised version of this map is shown at Appendix A.

# 2. Consultation Events

## 2.1 Consultation Content

The content was designed to communicate the development of the scheme through a series of posters. These began with background information on climate change and sea level rise, flood and coastal erosion risk management and the policy and strategic approach to flood and coastal erosion risk management. This was followed with more specific information regarding the present day and future flood risk to Portsmouth, the current condition of coastal defences around North Portsea Island and some photographs and tide data from the 2013-14 winter storms.

Following these were a series of posters detailing the shortlist of options. These identified and explained the five design options for each frontage as well as providing images of potential material types and explaining the implications for access arrangements. There was also a poster showing an artist's impression of the design options. The final section detailed the project development so far, provided information regarding funding and contributions and ended with a poster advertising how to obtain further information.

In addition to the posters, there was a display relating to resistance and resilience measures that can be undertaken to reduce the flood risk to individual properties which included literature from other organisations and examples of sandbags and anti-flood airbricks. The Environment Agency also had a stand at three events and were in attendance at two of them.

At the centre of each consultation room was a table spread with maps showing the present day and future flood risk to Portsmouth. This provided an opportunity for attendees to examine the risk for their own area and to discuss their thoughts with each other. Members of the project team were present at every event and were available to assist visitors and answer questions on any aspect of the scheme.

The posters used during the consultation events are reproduced in A3 format at Appendix C.

## 2.2 Venues and Attendance

Many visitors spent at least 30 minutes reading the information and engaging with the team. The best attended consultation was at Anchorage Lodge, a community centre within the residential community of Anchorage Park. The majority of those who attended the consultation did so because they received a flyer showing this is an effective way to publicise such an event.

The least well attended consultation was at Portsmouth Watersports Centre. The venue was chosen as it looks directly onto a section of the frontage being considered for work. However it was further away from residential areas and less accessible. If high footfall is the priority for a consultation event, well-known locations in close proximity to residents' homes would be more suitable venues.

## **2.3 Publicity**

The consultation events were widely publicised. The methods employed are as follows:

- Posting flyers advertising the events and online survey to 3,500 addresses within the flood zone
- Posters displayed in local hotspots such as libraries and supermarkets
- Providing leaflets to the consultation venues to give out
- Press release and an article in *The News*
- Advert on the Big Screen in the Guildhall Square in Portsmouth
- Consultation adverts sent out to University of Portsmouth Civil Engineering, Surveying and Geography departments
- Contact made with each individual school and college within the north of Portsmouth to advertise the events and encourage completion of the online survey, focusing on GCSE, AS and A Level Geography departments
- Updating the ESCP website to provide information about the scheme, the consultations and directing users to the online survey
- Using social media to raise awareness of the scheme and advertise the consultation events and questionnaire. The consultation venues were included individually in Tweets and were asked to use their social media sites to share our statuses with their followers, capturing a wider audience
- Engaging with the public around the scheme area by doing clip-board surveys and handing out leaflets

# 3. Questionnaire Responses

A total of 364 questionnaire responses were received. 125 were filled out at the consultation events, with an additional 121 being collected outside across the scheme area over two separate days. There was also a positive response from online participants with a total of 118 questionnaires being filled out..

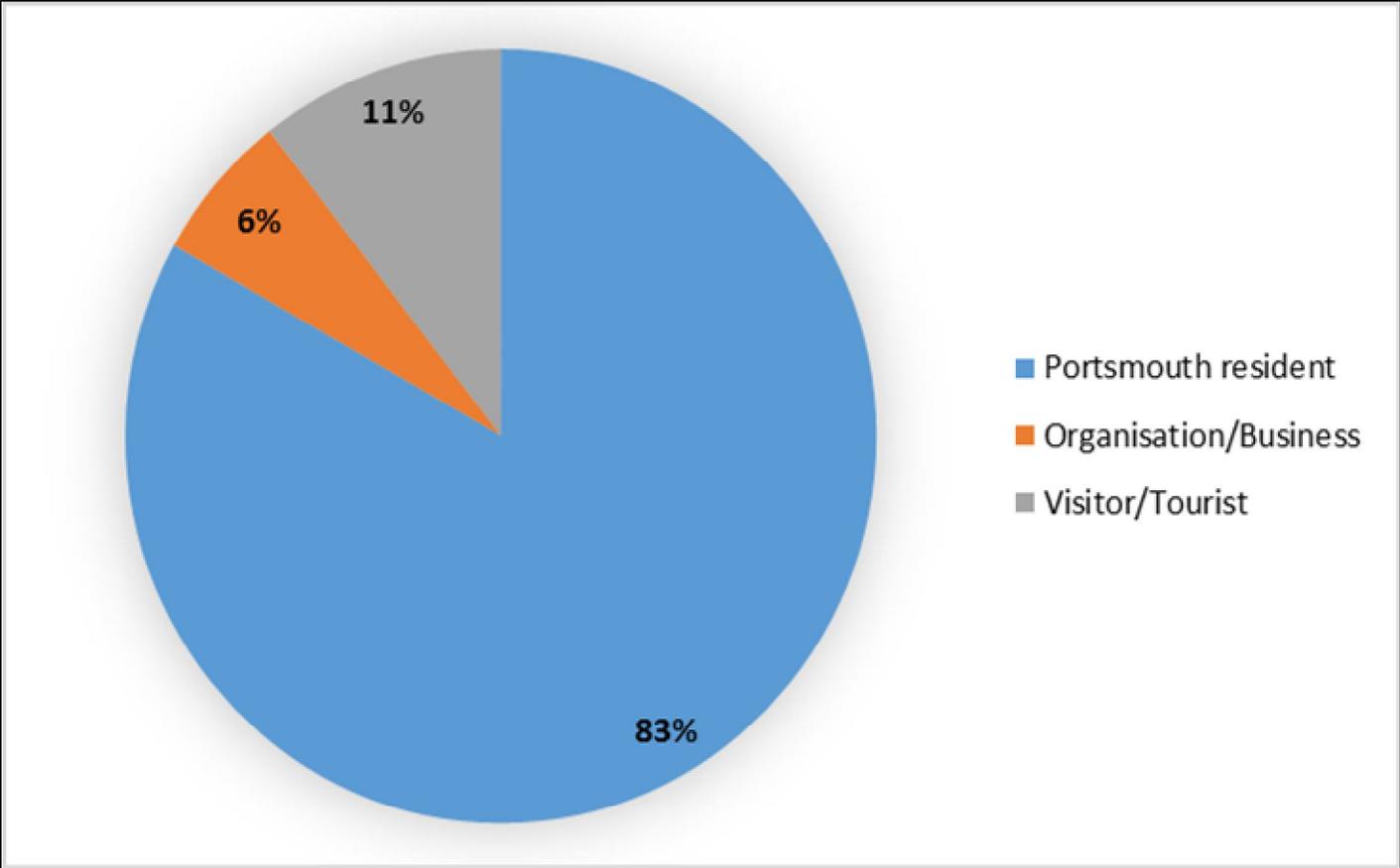
The results of the questionnaires are presented on the following pages. Where the total values given below differ from the total number of responses received, it is because some participants answered with greater or fewer responses than the amount required.

# 4. Results

## Question 1

*What is your interest in the North Portsea Island Scheme?*

	<b>Total</b>
Portsmouth resident	<b>307</b>
Organisation/ Business	<b>23</b>
Visitor/Tourist	<b>39</b>
<b>Total</b>	<b>369</b>

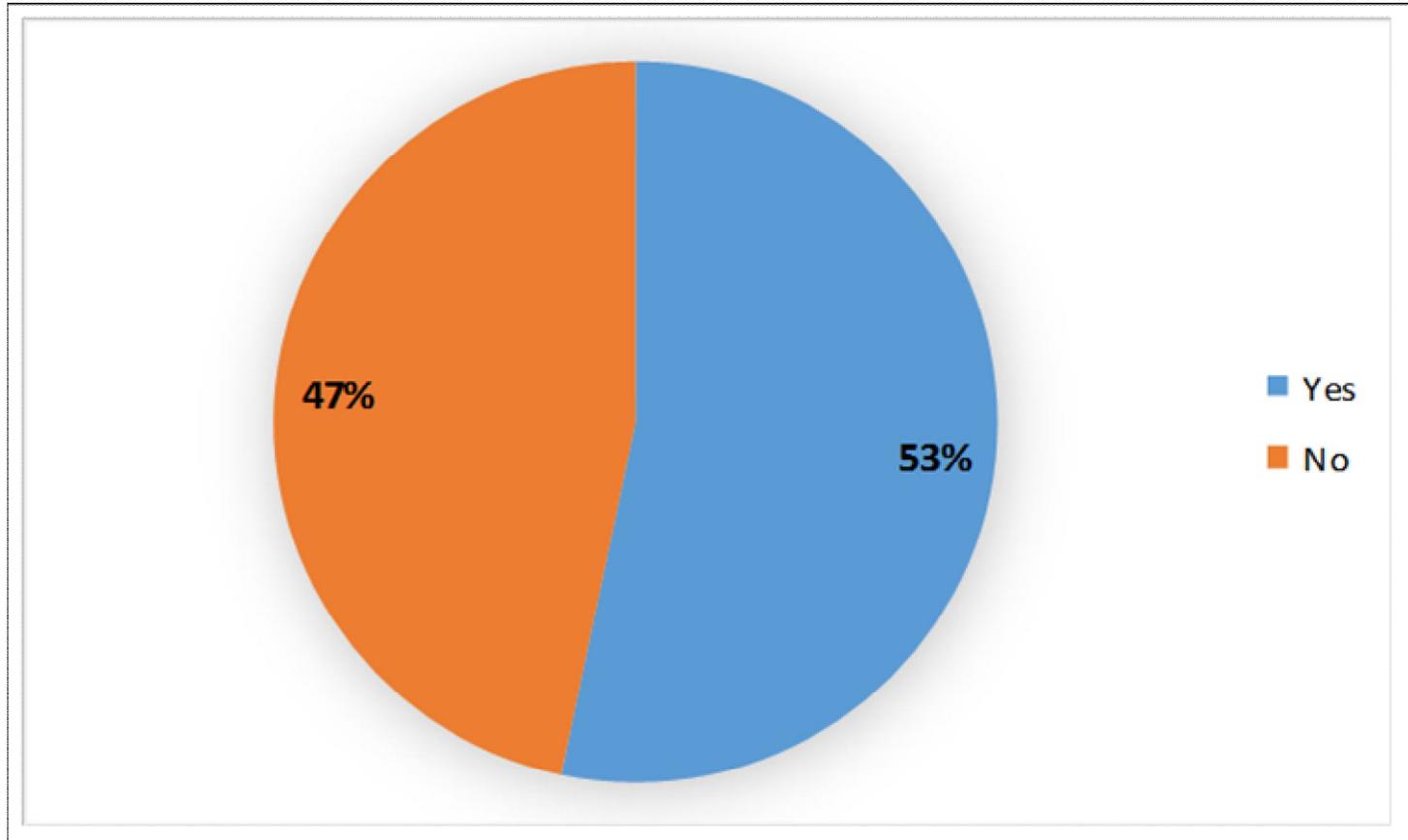


Organisations represented included: RSPB; Tudor Sailing Club; Portsmouth Cycle Forum; Eastney Lifeboat Station

**Question 1a**

*Is your home or organisation/business within the flood risk area in North Portsea Island?*

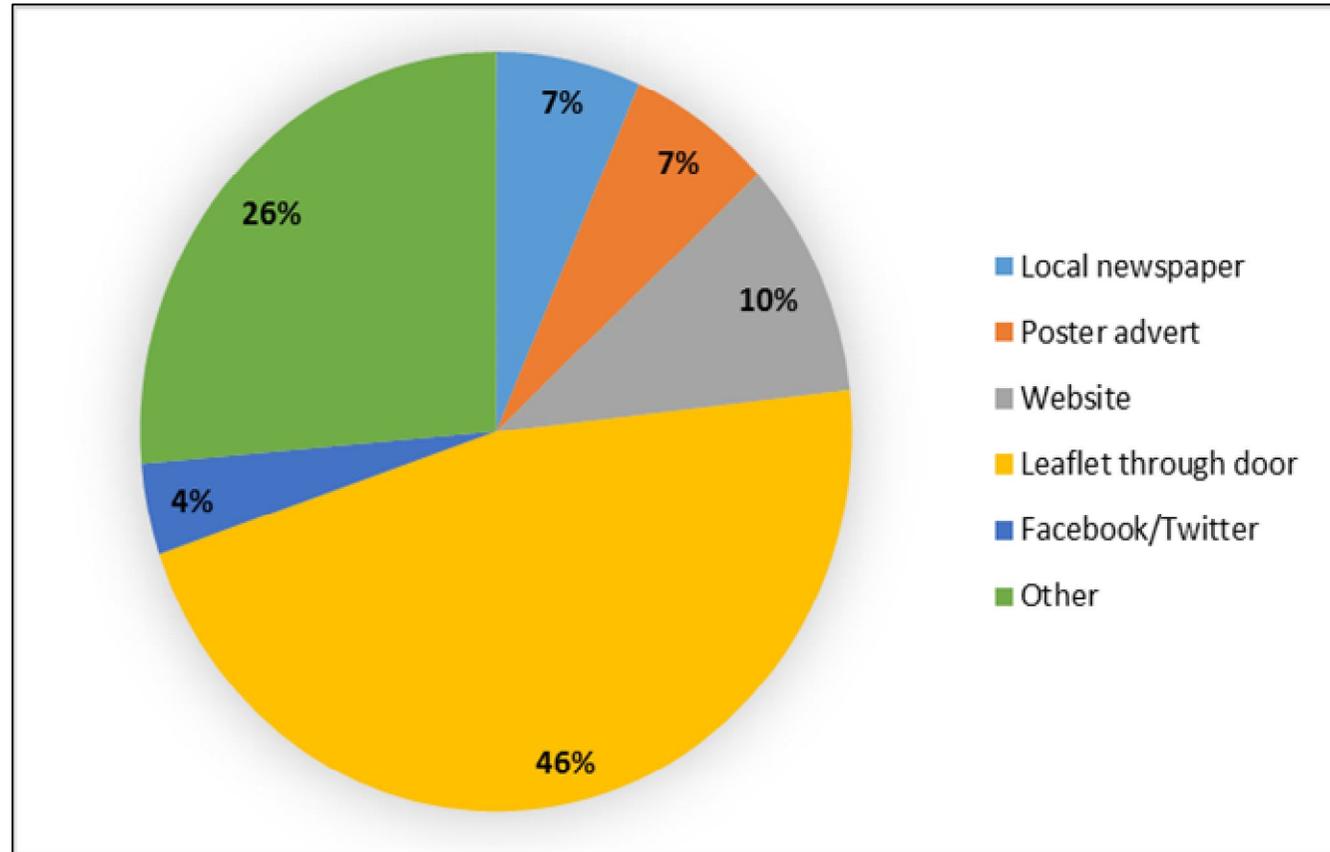
	<b>Total</b>
Yes	<b>194</b>
No	<b>170</b>
<b>Total</b>	<b>364</b>



## Question 2

*How did you hear about the public consultations for this scheme?*

	<b>Total</b>
Local newspaper	<b>17</b>
Poster advert	<b>17</b>
Website	<b>26</b>
Leaflet through door	<b>120</b>
Facebook/Twitter	<b>10</b>
Other	<b>68</b>
<b>Total</b>	<b>258</b>

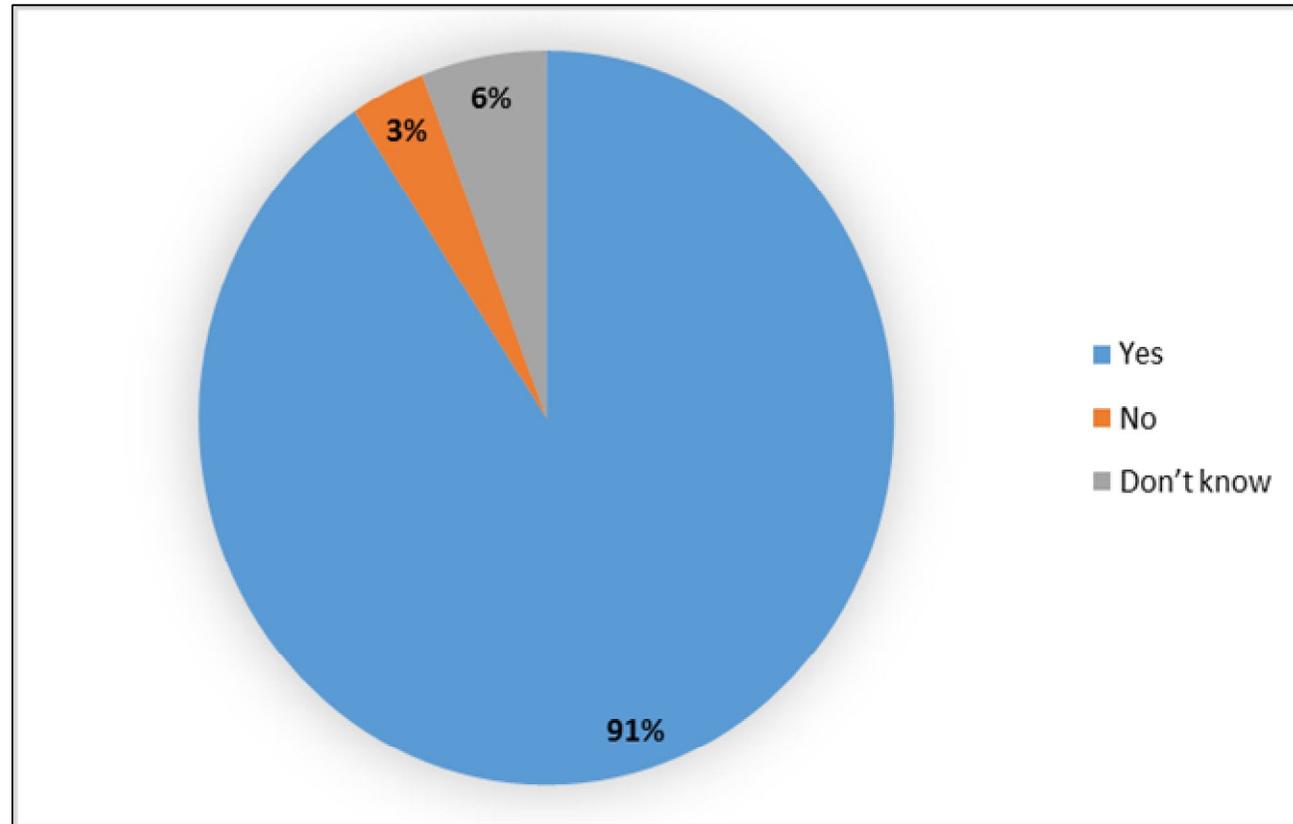


'Other' responses were: word of mouth; Portsmouth Watersports Centre Winter Wildlife Day; heard from local councillor; school

### Question 3

*Do you believe there is a need to reduce the risk of flooding and erosion around North Portsea Island?*

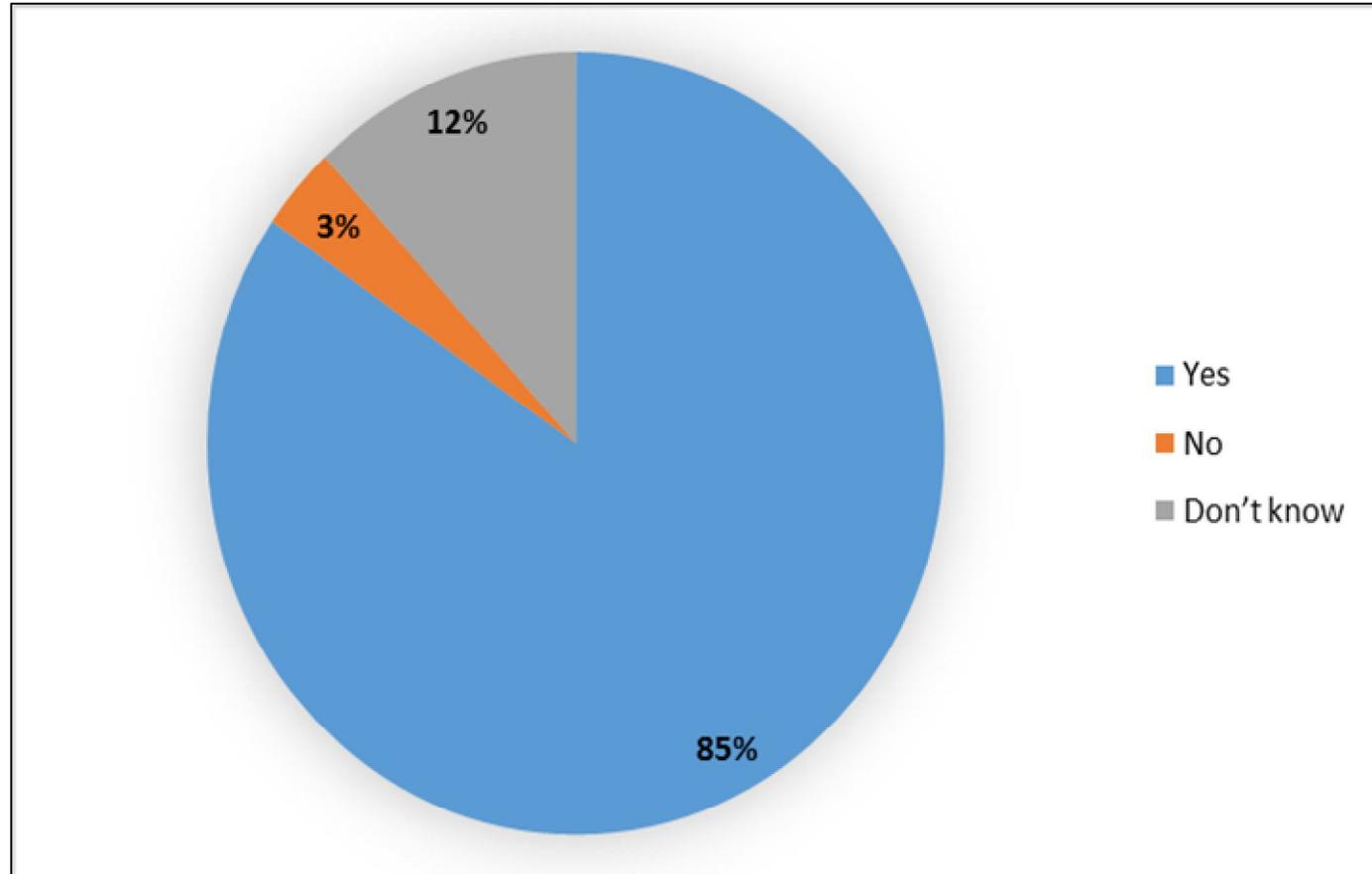
	<b>Total</b>
Yes	<b>312</b>
No	<b>12</b>
Don't know	<b>20</b>
<b>Total</b>	<b>344</b>



#### Question 4

*Do you believe there is a need for new sea defences around North Portsea Island?*

	Total
Yes	291
No	12
Don't know	41
<b>Total</b>	<b>344</b>

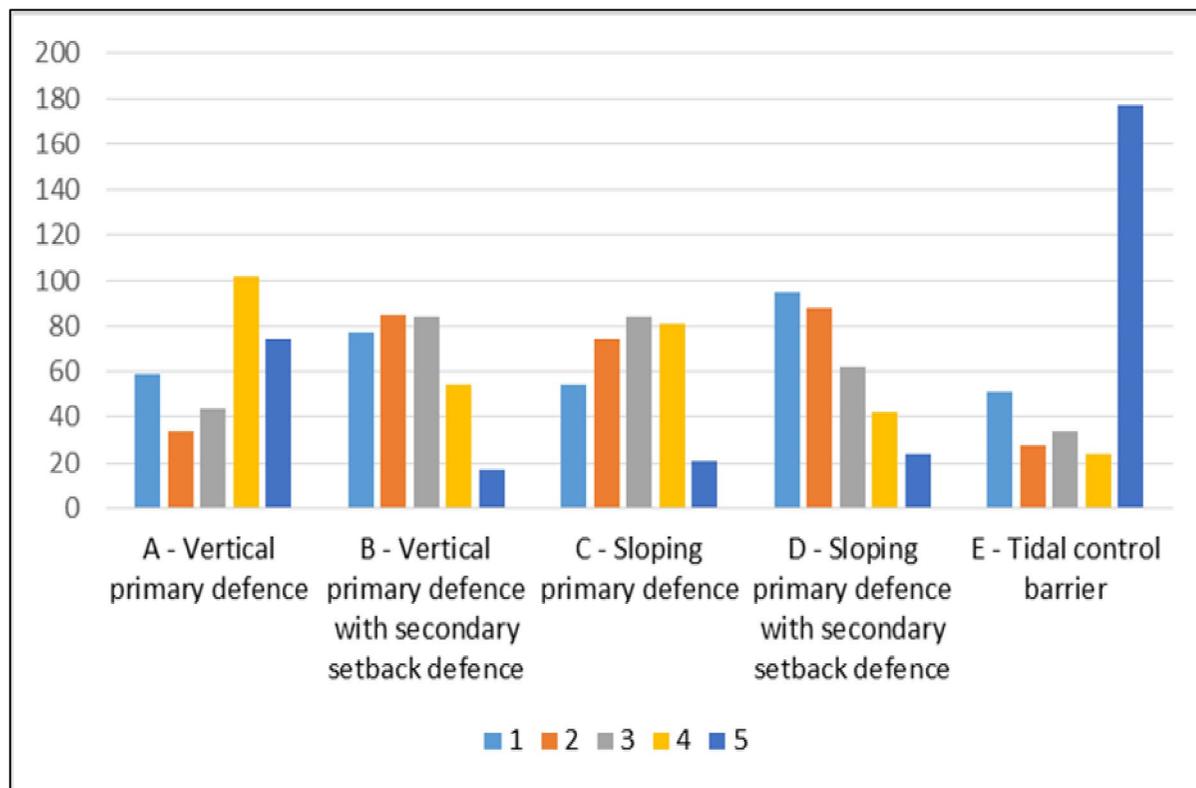


## Question 5

The shortlist of options can be seen on the Shortlisted Options series of posters. Please rank them from 1-5 in order of preference, with 1 being your most preferred and 5 being your least preferred.

The totals below show how many times each option was given a respective rank.

Rank	1	2	3	4	5
A - Vertical primary defence	59	34	44	102	74
B - Vertical primary defence with secondary setback defence	77	85	84	54	17
C - Sloping primary defence	54	74	84	81	21
D - Sloping primary defence with secondary setback defence	95	88	62	42	24
E - Tidal control barrier	51	28	34	24	177

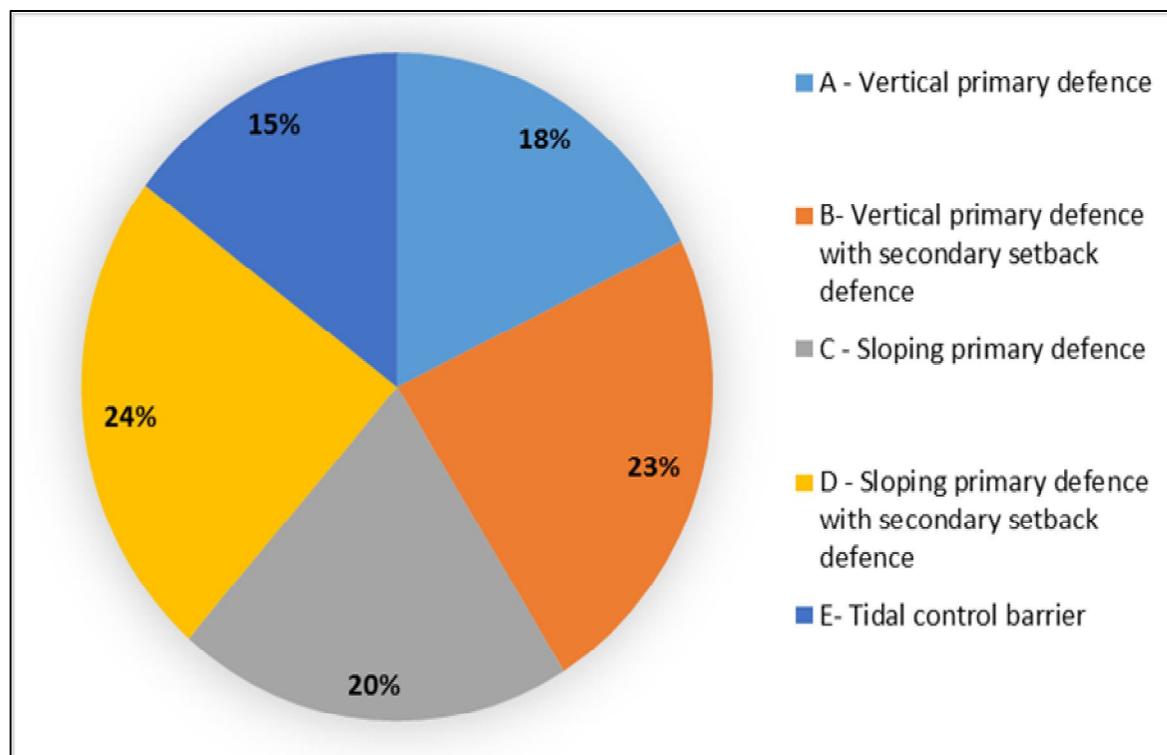


In order to give each option an overall score, the order of preference rankings were converted to a final weighted score by multiplying each by the values shown below.

Rank	1	2	3	4	5
Score given	5	4	3	2	1

The overall scores for each option are shown in the table below.

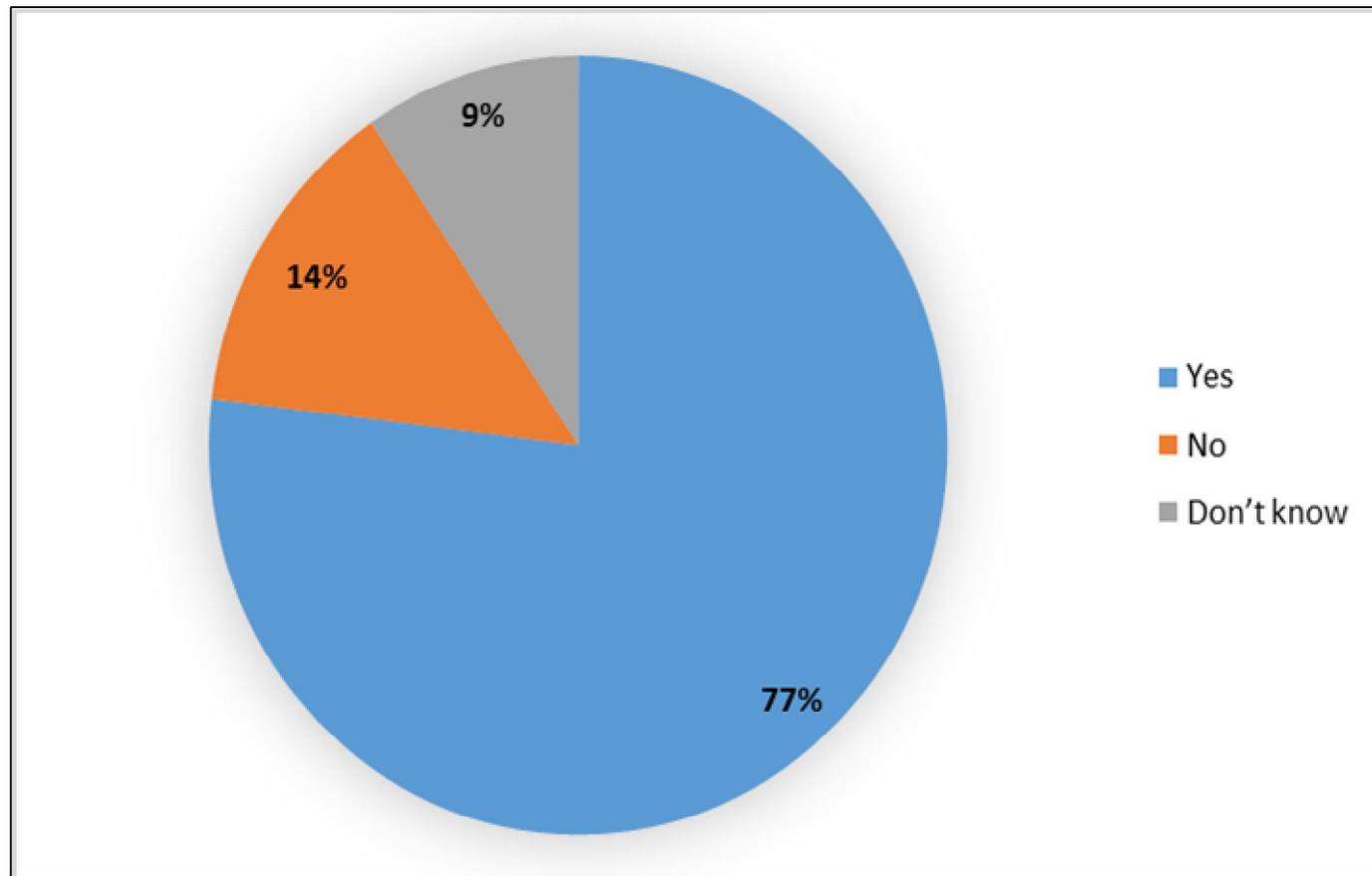
	<b>Weighted Score</b>
A- Vertical primary defence	<b>841</b>
B- Vertical primary defence with secondary setback defence	<b>1102</b>
C- Sloping primary defence	<b>1001</b>
D- Sloping primary defence with secondary setback defence	<b>1121</b>
E- Tidal control barrier	<b>694</b>



### Question 6

*Options B & D are designed to allow occasional flooding of paths and grassland in extreme circumstances, whilst providing greater protection for people and property. Would you be willing to accept that this might be the case in order to benefit from better access to our coastline in normal conditions?*

	<b>Total</b>
Yes	<b>260</b>
No	<b>46</b>
Don't know	<b>32</b>
<b>Total</b>	<b>338</b>



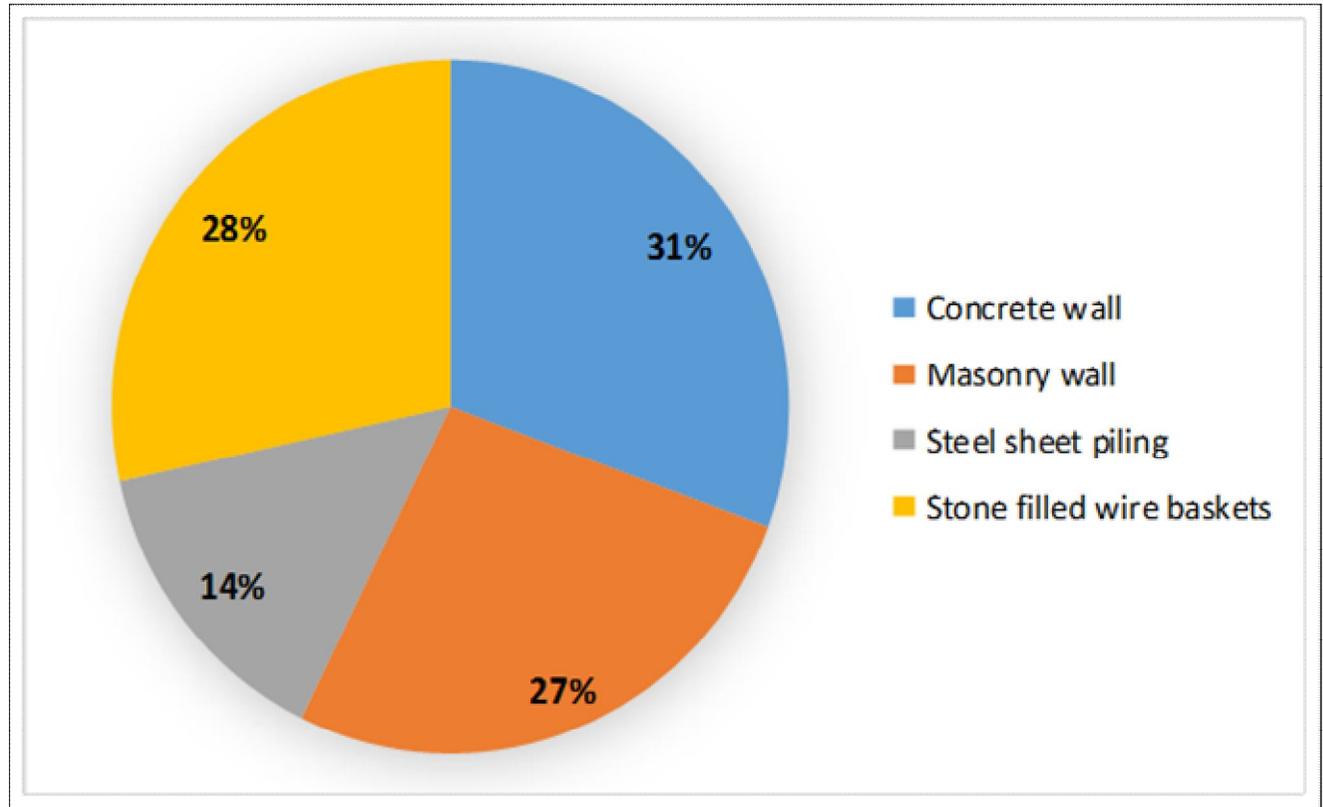
### Question 7

Please select which materials you would like to see considered for the defences. We may consider using a combination of materials. Tick all that apply.

The figures below show the total number of times each material was selected for vertical defences

#### Vertical Defence Options

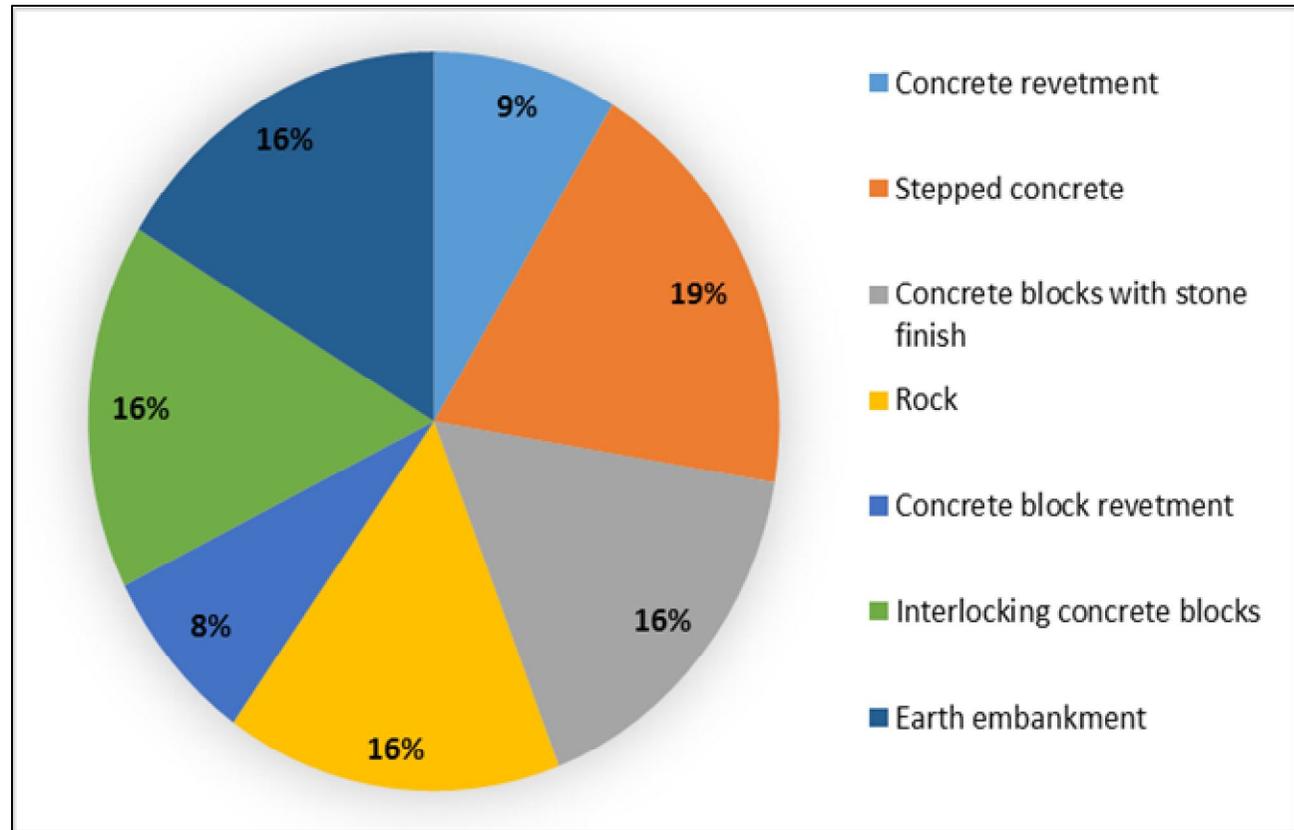
	<b>Total</b>
Concrete wall	<b>154</b>
Masonry wall	<b>134</b>
Steel sheet piling	<b>72</b>
Stone filled wire baskets	<b>143</b>



The figures below show the total amount of times each material type was selected for sloping defences.

**Sloping Defence Options**

	<b>Total</b>
Concrete Revetment	<b>61</b>
Stepped Concrete	<b>134</b>
Concrete blocks with stone finish	<b>116</b>
Rock	<b>111</b>
Concrete block revetment	<b>55</b>
Interlocking concrete blocks	<b>113</b>
Earth embankment	<b>115</b>

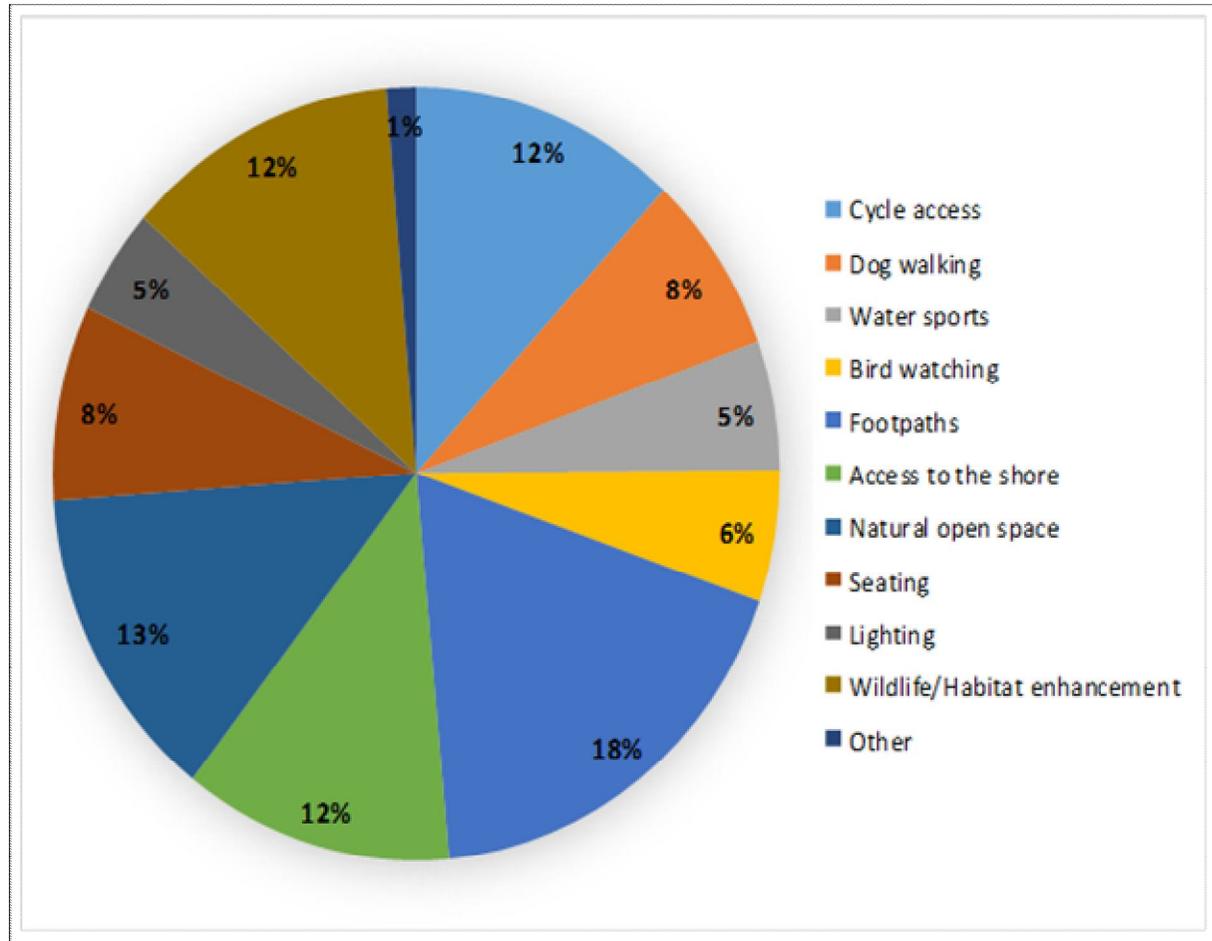


### Question 8

When using the coastline, what is important to you? (Tick all that apply).

The figures below show the total number of times each option was selected

	Total
Cycle access	190
Dog walking	120
Water sports	86
Bird watching	87
Footpaths	290
Access to the shore	191
Natural open space	212
Seating	130
Lighting	71
Wildlife/Habitat enhancement	194
Other	21

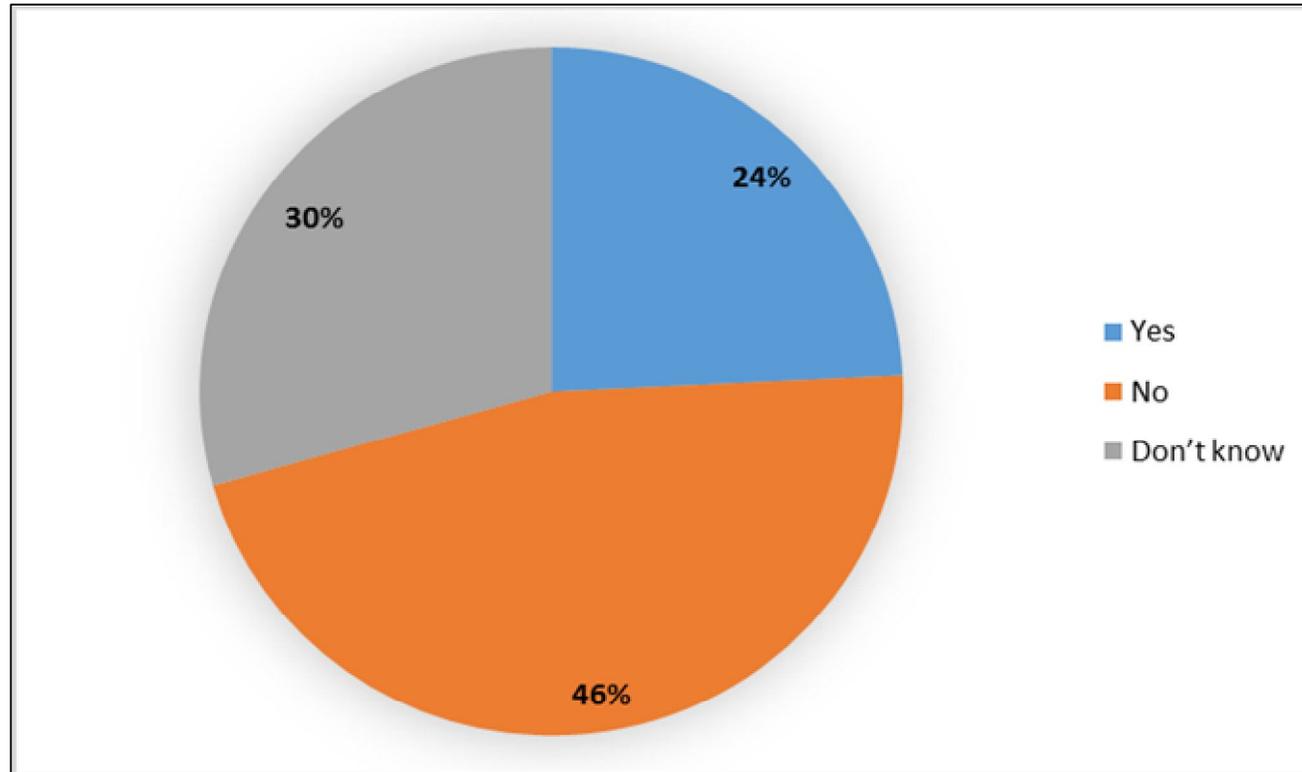


'Other' responses were: Fishing; public toilets; slipway access; health and safety or 'a safe environment'

### Question 9

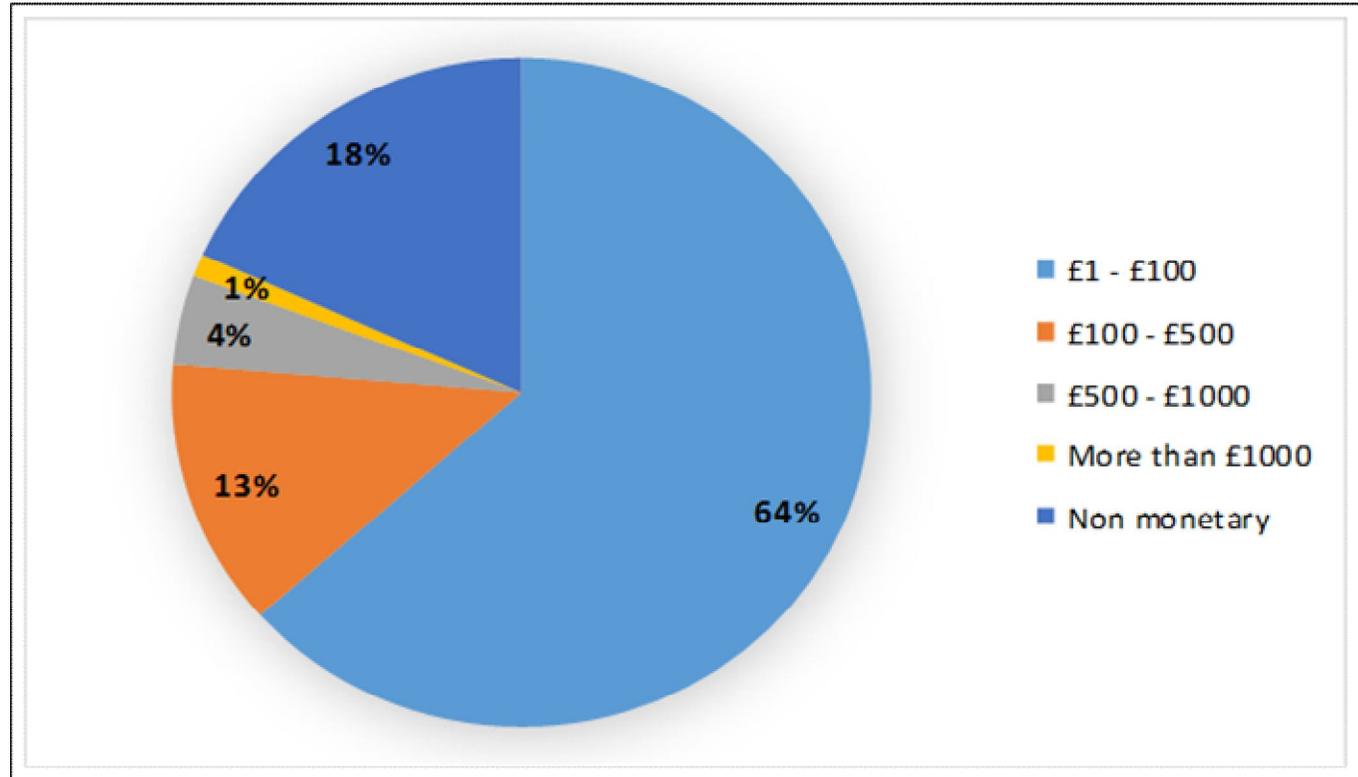
*Would you be willing to make a contribution towards the scheme?*

	<b>Total</b>
Yes	<b>80</b>
No	<b>153</b>
Don't know	<b>97</b>
<b>Total</b>	<b>330</b>



*If you ticked yes, how much would you be willing to consider?*

	<b>Total</b>
£1 - £100	<b>59</b>
£100 - £500	<b>12</b>
£500 - £1000	<b>4</b>
More than £1000	<b>1</b>
Non monetary	<b>17</b>
<b>Total</b>	<b>93</b>



## 5. Summary of Results

The questionnaire results show that the majority of respondents were Portsmouth residents and that just over half were in the flood risk zone. Upon arrival, visitors to the consultation events were asked to mark on a map of North Portsea Island where they lived. This map is reproduced at Appendix A.

Most had heard about the consultation events via a leaflet through their door, with the ESCP website being the second most successful form of publicity. The results show strong, favourable support regarding the need to reduce the risk of flooding and erosion around North Portsea Island as well as the need for new coastal defences.

The scores for the shortlist of options show a fairly even spread. Option D, sloping primary defence with secondary setback defence, was the highest scoring option, and option E, the tidal control barrier, the lowest. The implications on access arrangements with options B and D were widely accepted.

In terms of material types, the most popular vertical defence options were stone filled wire baskets followed by concrete wall and masonry wall respectively. The most popular sloping defence option was stepped concrete. The two least popular options were concrete revetment and concrete block revetment. There were only small differences of opinion between the remaining options.

The results show that when using the coastline, the most important factor for respondents was having access to footpaths. Following this was the enjoyment of natural open space and wildlife/habitat enhancement. However there was a close spread across all the factors.

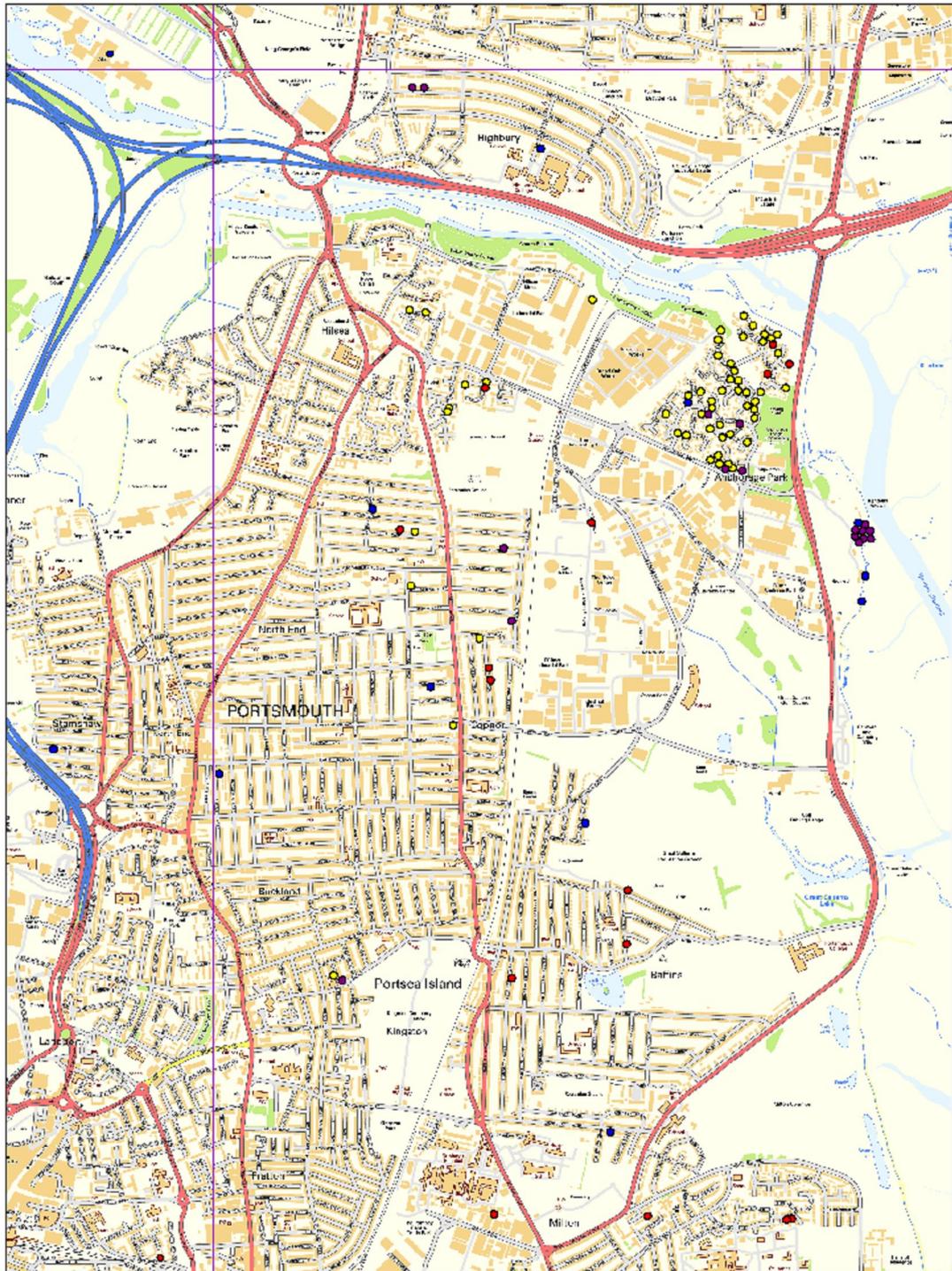
24% of respondents indicated they are willing to contribute to the scheme, with the vast majority being within the £1 - £100 bracket. Non-monetary contributions included those such as organising a charity fund raising event or a local collection. 30% indicated that they didn't know if they would be willing to make a contribution; this was primarily because they wanted further information or because a contribution from them would first depend on how many others contributed.

# **Appendix A**

## **Locations of attendees**

**Key**

- Anchorage Lodge consultation
- Portsmouth Watersports Centre consultation
- Inn Lodge consultation
- Mountbatten Centre consultation




 Sterling Court  
 Norton Road  
 Stevenage  
 Herts SG1 2JY  
 UK  
 Tel : +44 (0)1438 747996  
 Fax : +44 (0)1438 747997  
 E-mail: info@cadcorp.com

**cadcorp SIS**


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Operator:	
Department:	
Drawing No:	
Date: 06-03-14	Scale: 1:15000

Fig A1: Map showing home locations of consultation event attendees

<b>Location</b>	<b>Number of respondents</b>
Havant	2
Drayton	1
Highbury	2
Eastney	4
Southsea	6
Further afield	1

Table A1: attendees not represented in Fig A1

# **Appendix B**

## **Photographs of consultation events**

Photograph 1 – Visitors examining consultation material at Anchorage Lodge



Photograph 2 – Engaging with visitors to Anchorage Lodge



Photograph 3 – The Inn Lodge venue prepared for the consultation event



Photograph 4 – Attendees to the Inn Lodge filling out the questionnaire and engaging with the project team



Photograph 5 – Portsmouth Watersports Centre



# **Appendix C**

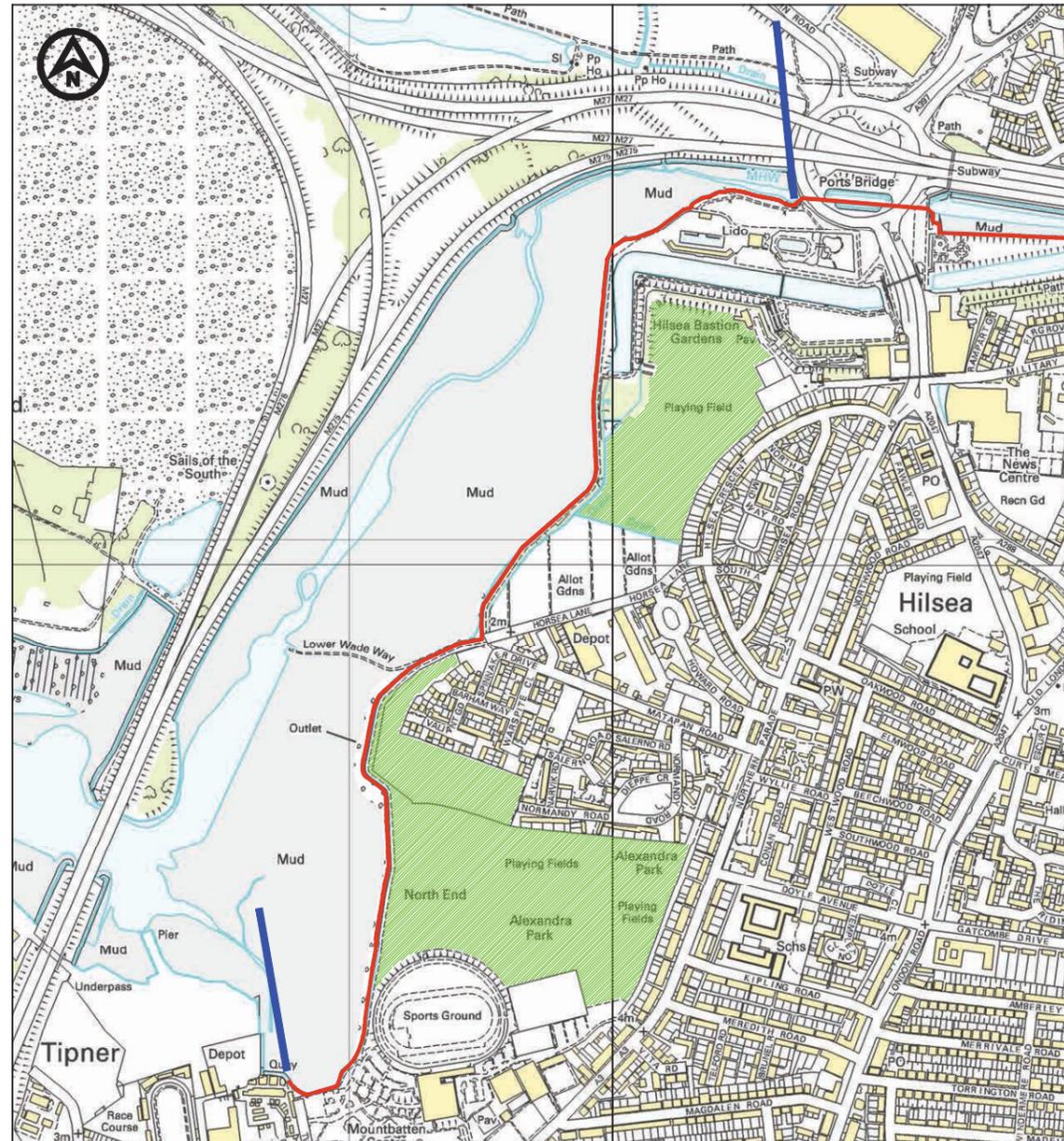
## **Consultation posters**

# Shortlisted options

## Mountbatten to Ports Bridge



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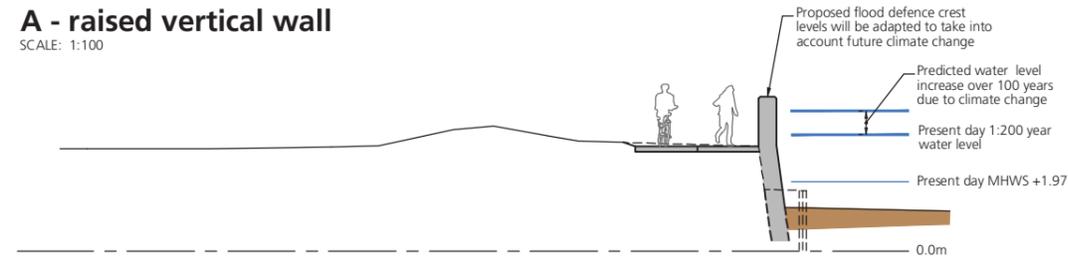


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SCALE IN METRES  
1:5000

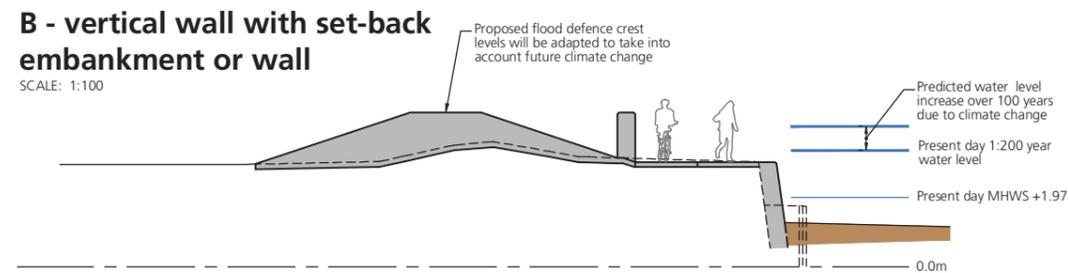
### A - raised vertical wall

SCALE: 1:100



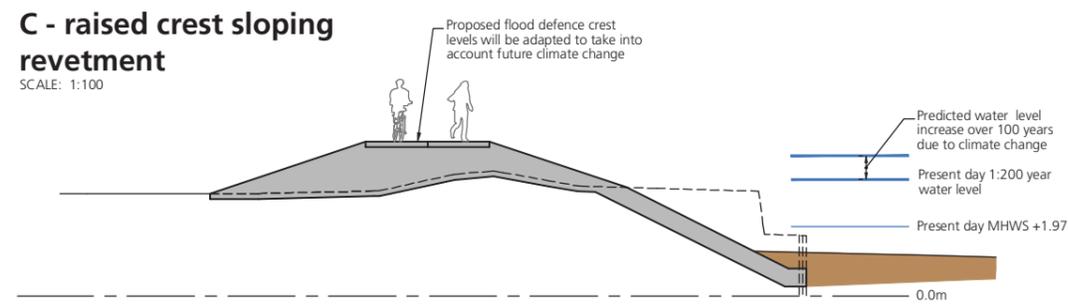
### B - vertical wall with set-back embankment or wall

SCALE: 1:100



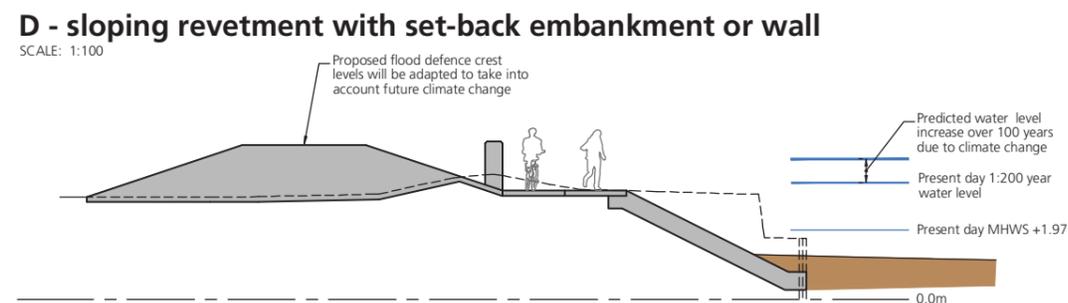
### C - raised crest sloping revetment

SCALE: 1:100



### D - sloping revetment with set-back embankment or wall

SCALE: 1:100



### Key

- Scheme location
- - - Existing ground / structures
- New structures
- Predicted future defence level
- Frontage boundary

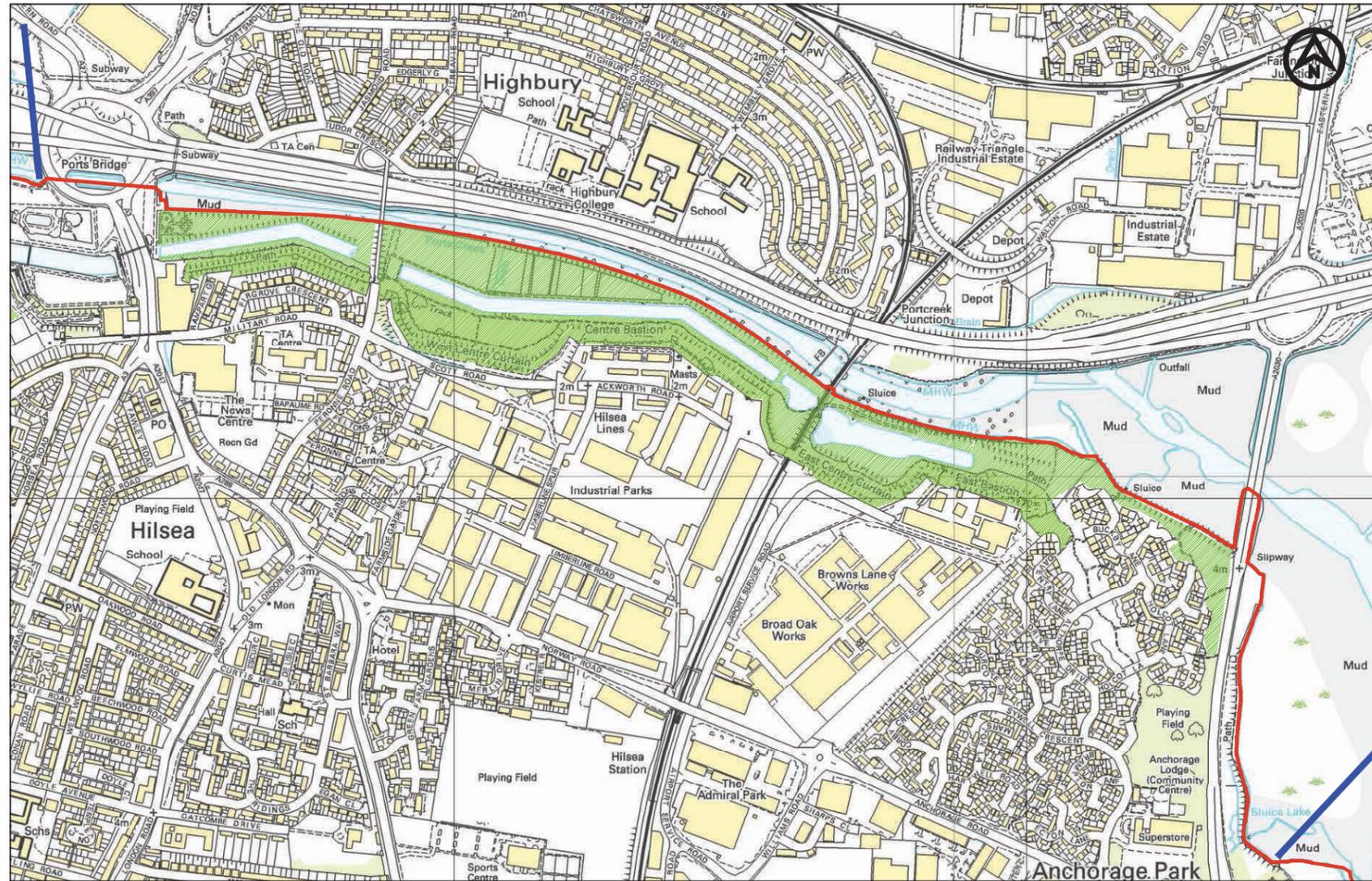
### Notes

1. All levels are in metres relative to Ordnance Datum Newlyn unless noted otherwise.
2. Option E can be seen on the Shortlisted options: Tidal control poster.



# Shortlisted options

## Ports Bridge to Kendall's Wharf



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### Key

-  Scheme location
-  New structures
-  Frontage boundary
-  Existing ground / structures
-  Predicted future defence level

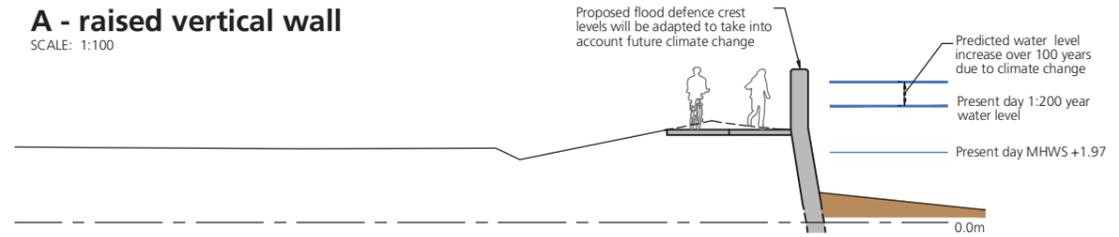
### Notes

1. All levels are in metres relative to Ordnance Datum Newlyn unless noted otherwise.
2. Option E can be seen on the Shortlisted options: Tidal control poster.

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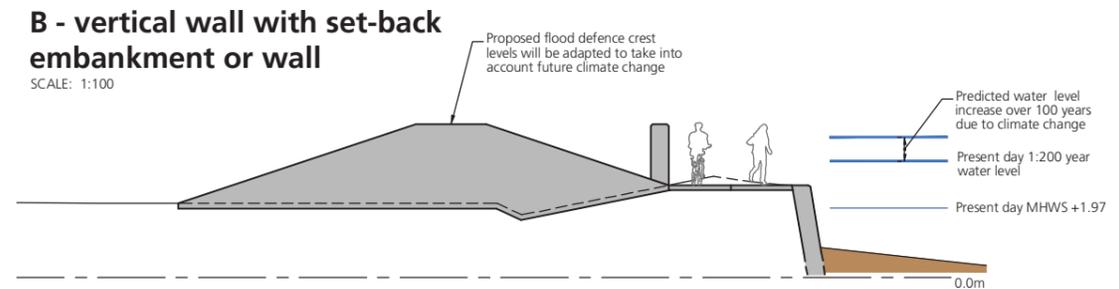
### A - raised vertical wall

SCALE: 1:100



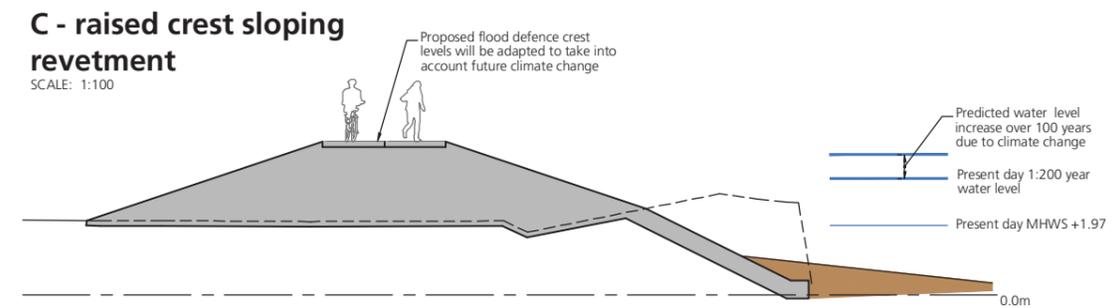
### B - vertical wall with set-back embankment or wall

SCALE: 1:100



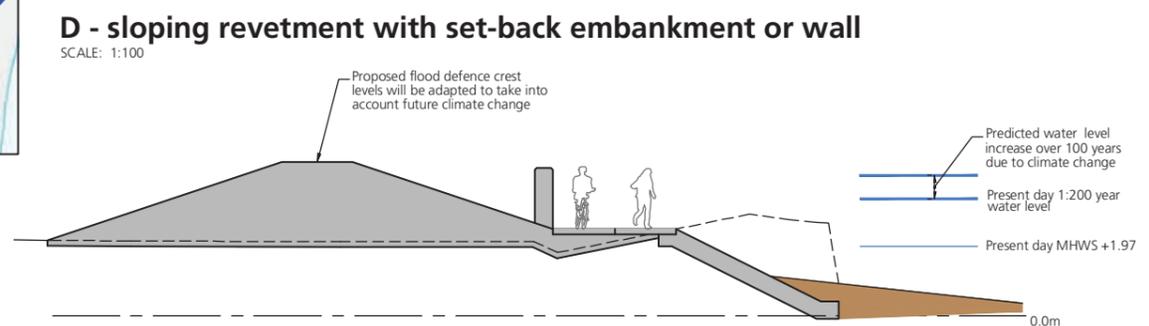
### C - raised crest sloping revetment

SCALE: 1:100



### D - sloping revetment with set-back embankment or wall

SCALE: 1:100

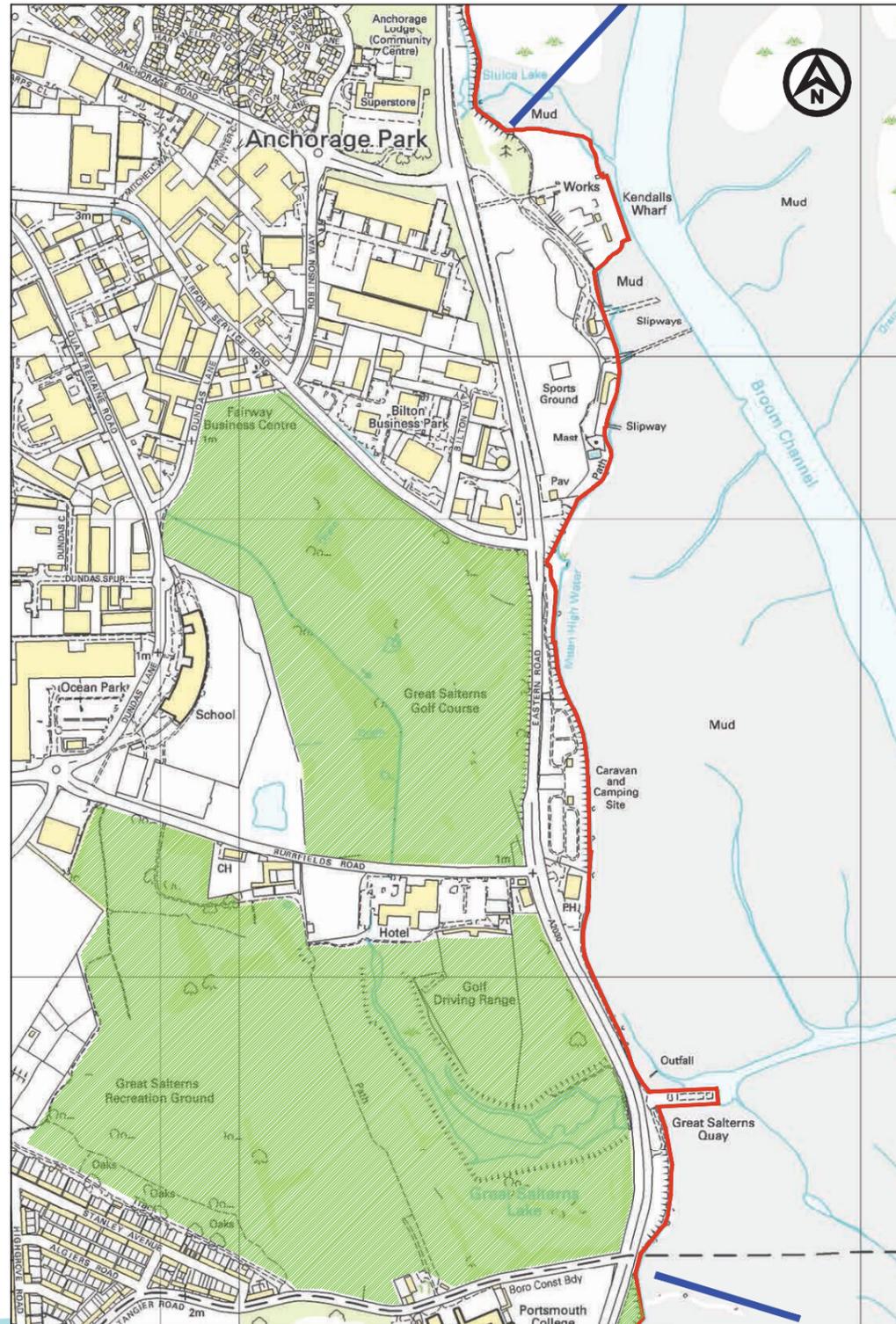


# Shortlisted options

## Kendall's Wharf to Milton Common

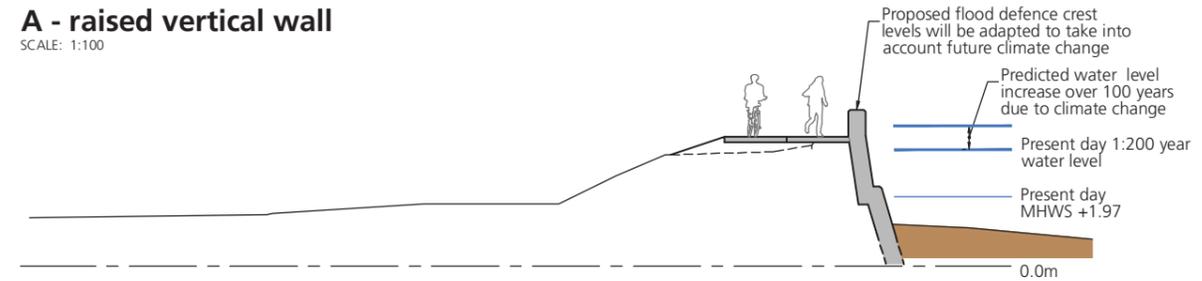


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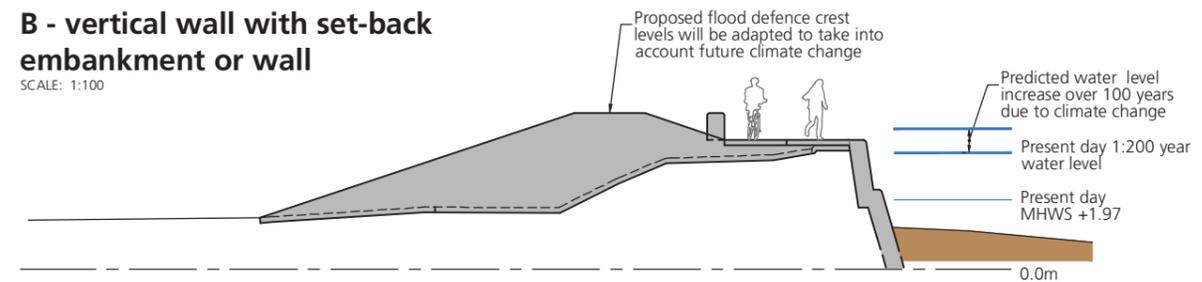
### A - raised vertical wall

SCALE: 1:100



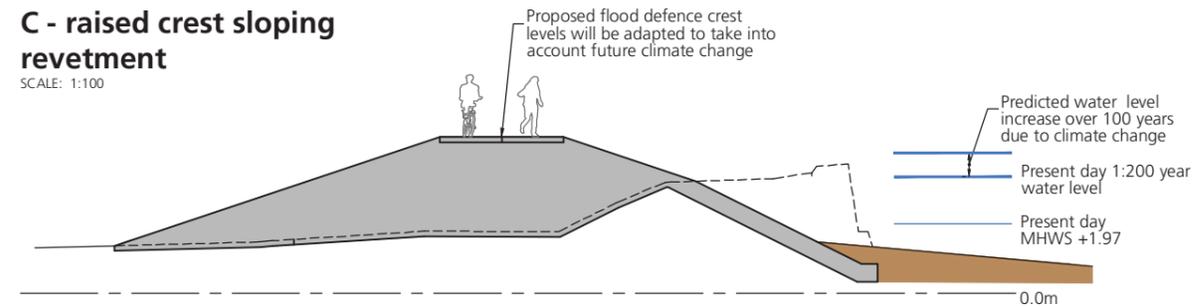
### B - vertical wall with set-back embankment or wall

SCALE: 1:100



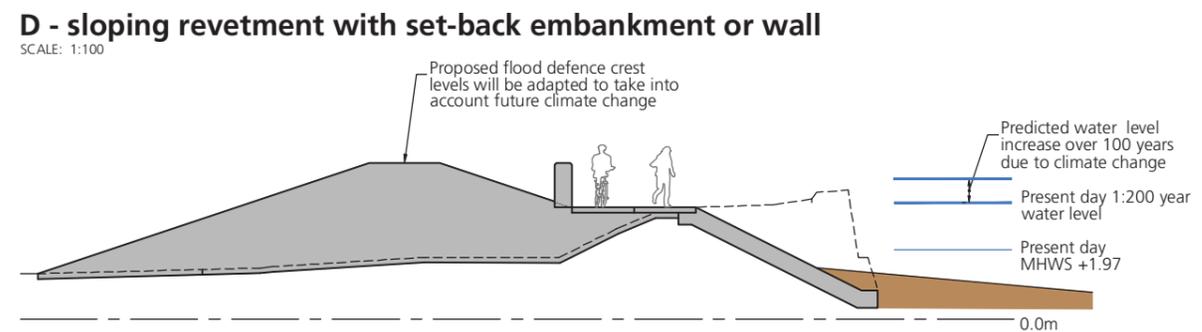
### C - raised crest sloping revetment

SCALE: 1:100



### D - sloping revetment with set-back embankment or wall

SCALE: 1:100



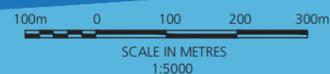
### Key

- Scheme location
- Existing ground / structures
- New structures
- Predicted future defence level
- Frontage boundary

### Notes

1. All levels are in metres relative to Ordnance Datum Newlyn unless noted otherwise.
2. Option E can be seen on the Shortlisted options: Tidal control poster.

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EASTERN SOLENT | COASTAL PARTNERSHIP

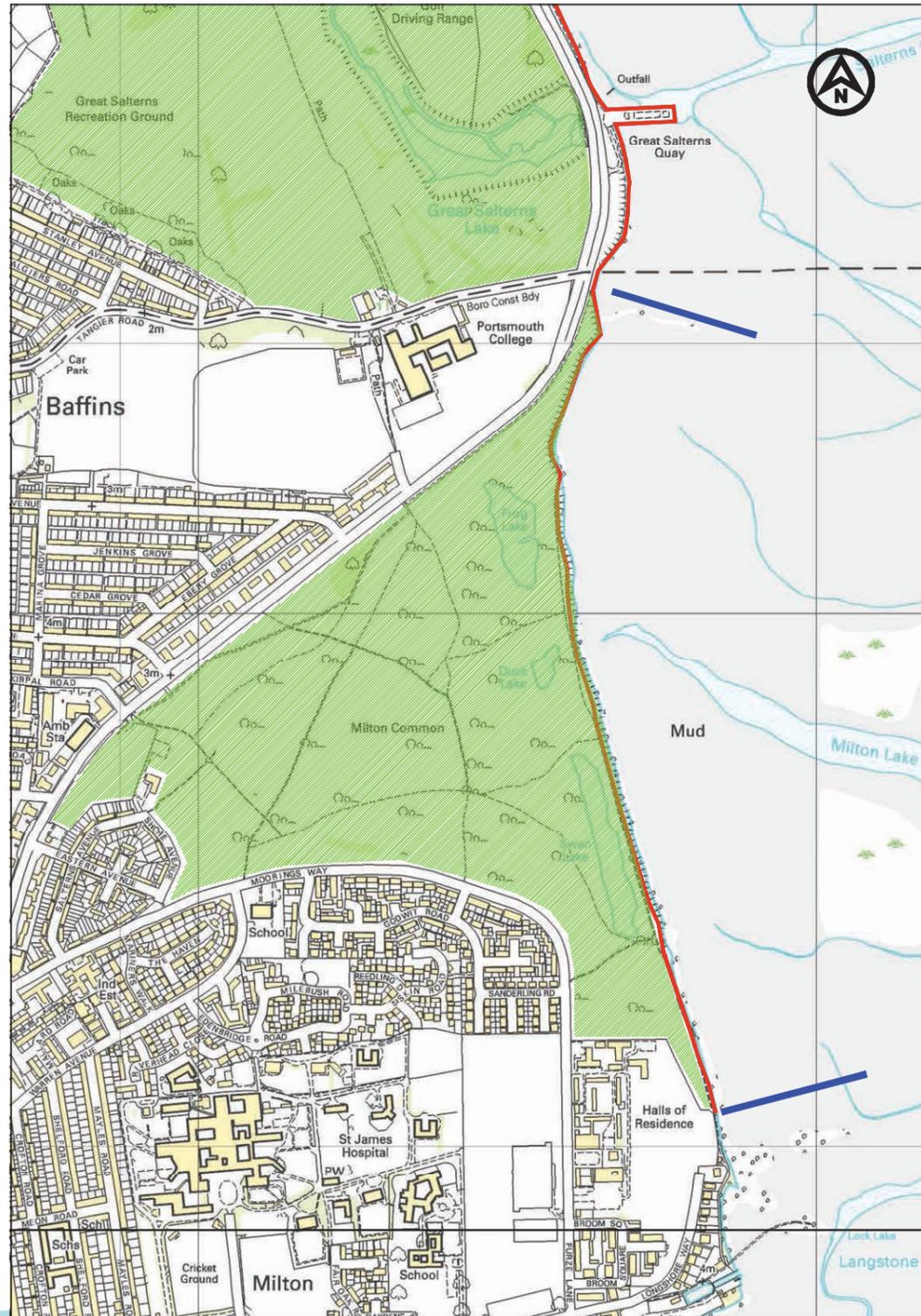
www.portsmouth.gov.uk

# Shortlisted options

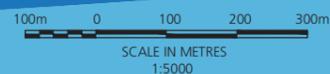
## Milton Common



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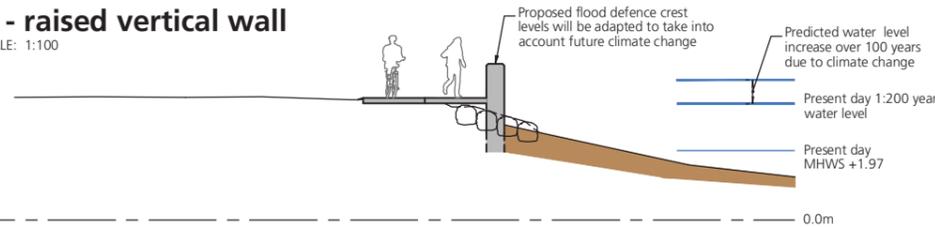


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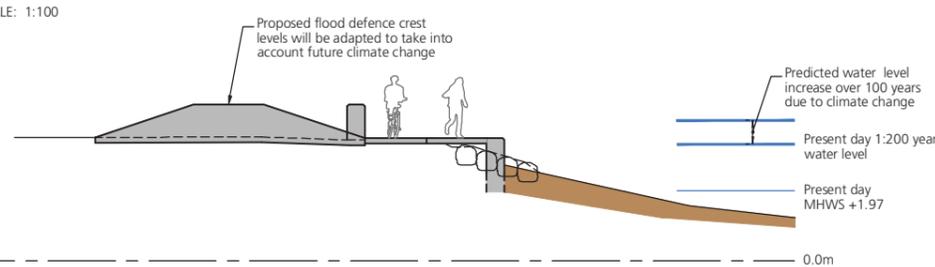
### A - raised vertical wall

SCALE: 1:100



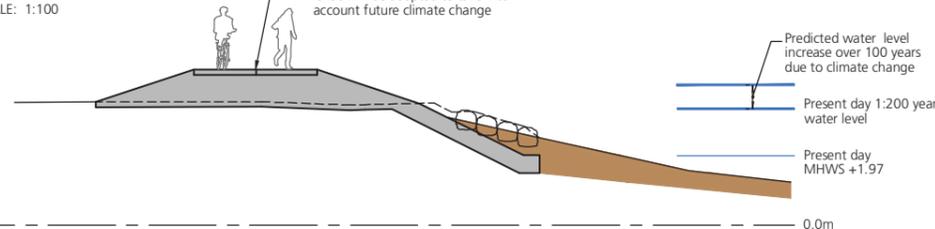
### B - vertical wall with set-back embankment or wall

SCALE: 1:100



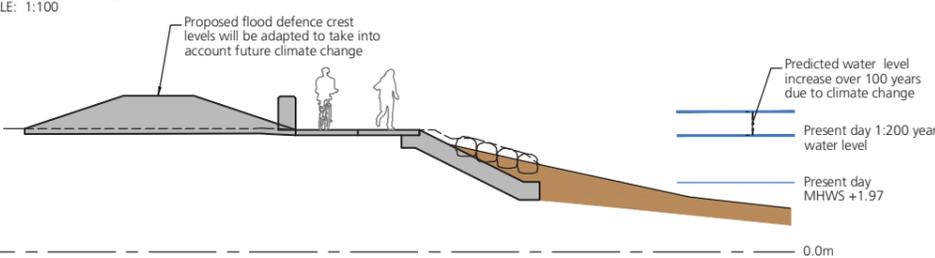
### C - raised crest sloping revetment

SCALE: 1:100



### D - sloping revetment with set-back embankment or wall

SCALE: 1:100



### Key

- Scheme location
- Existing ground / structures
- New structures
- Predicted future defence level
- Frontage boundary

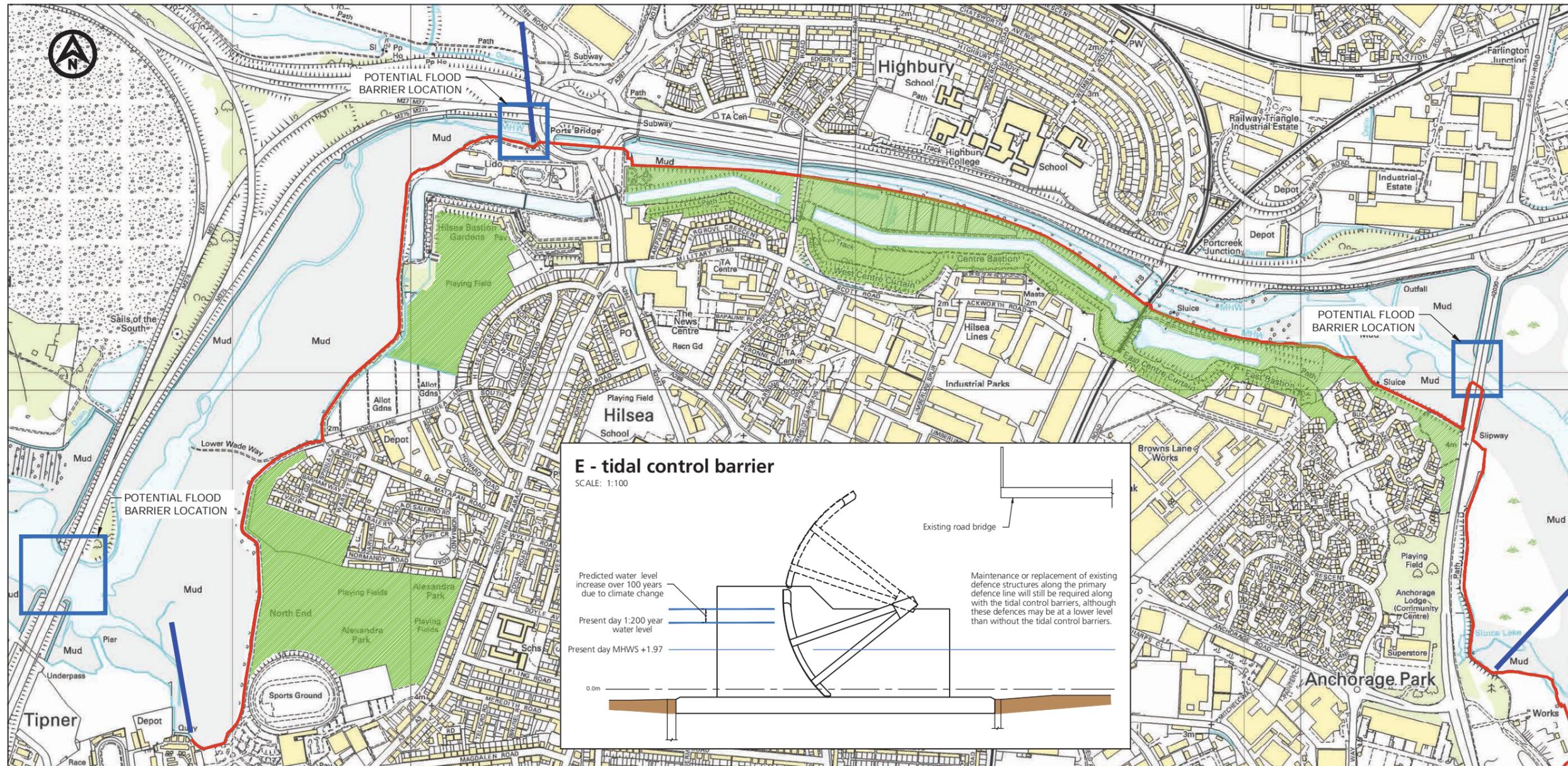
### Notes

1. All levels are in metres relative to Ordnance Datum Newlyn unless noted otherwise.
2. Option E can be seen on the Shortlisted options: Tidal control poster.



# Shortlisted options

## Tidal control barrier

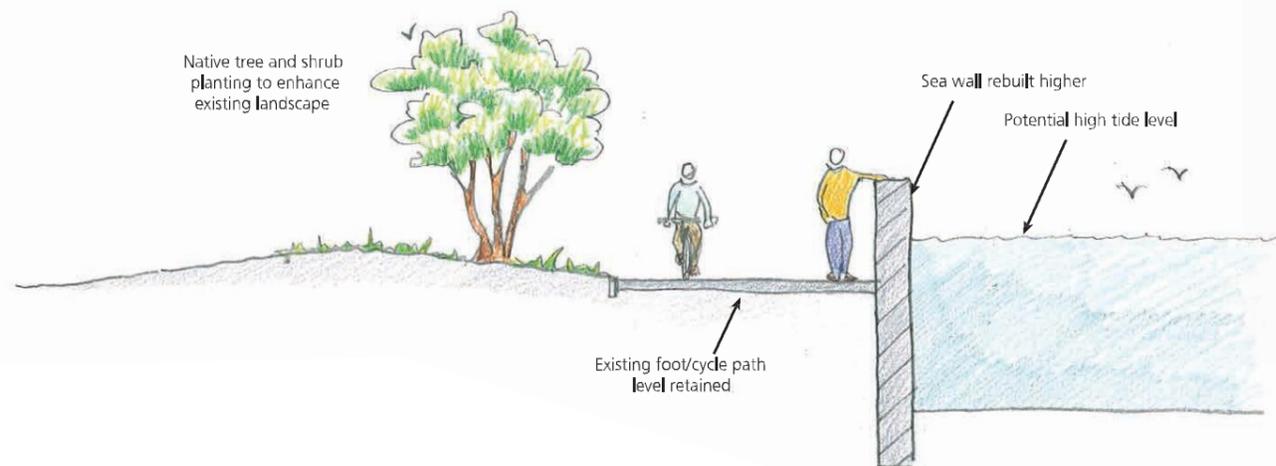


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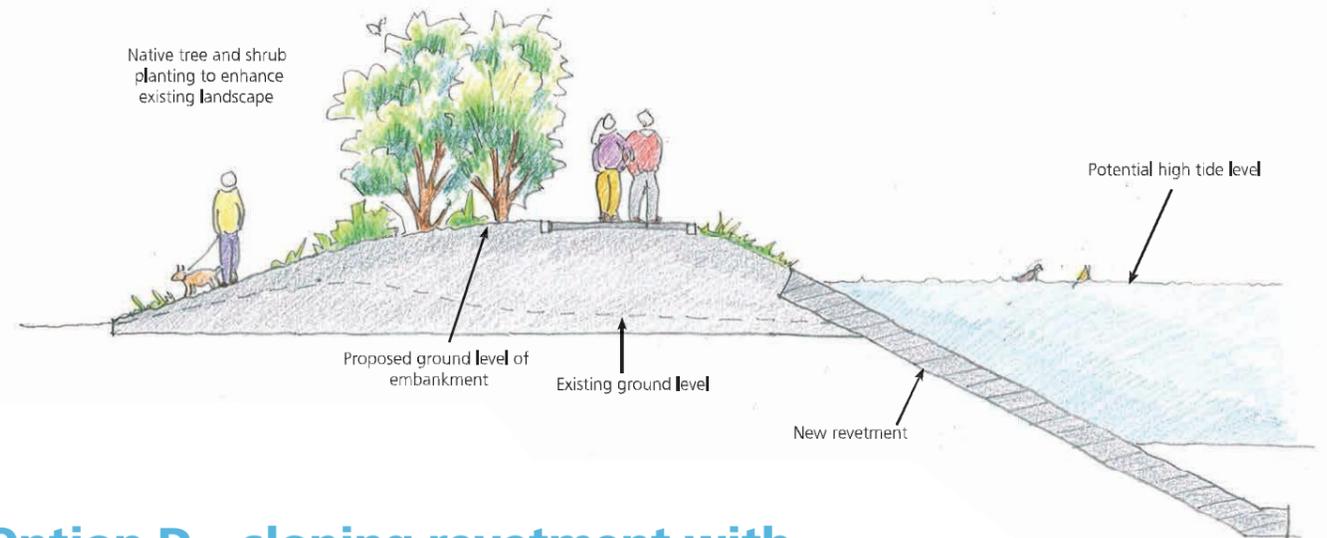
# Shortlisted options

## Artist impressions

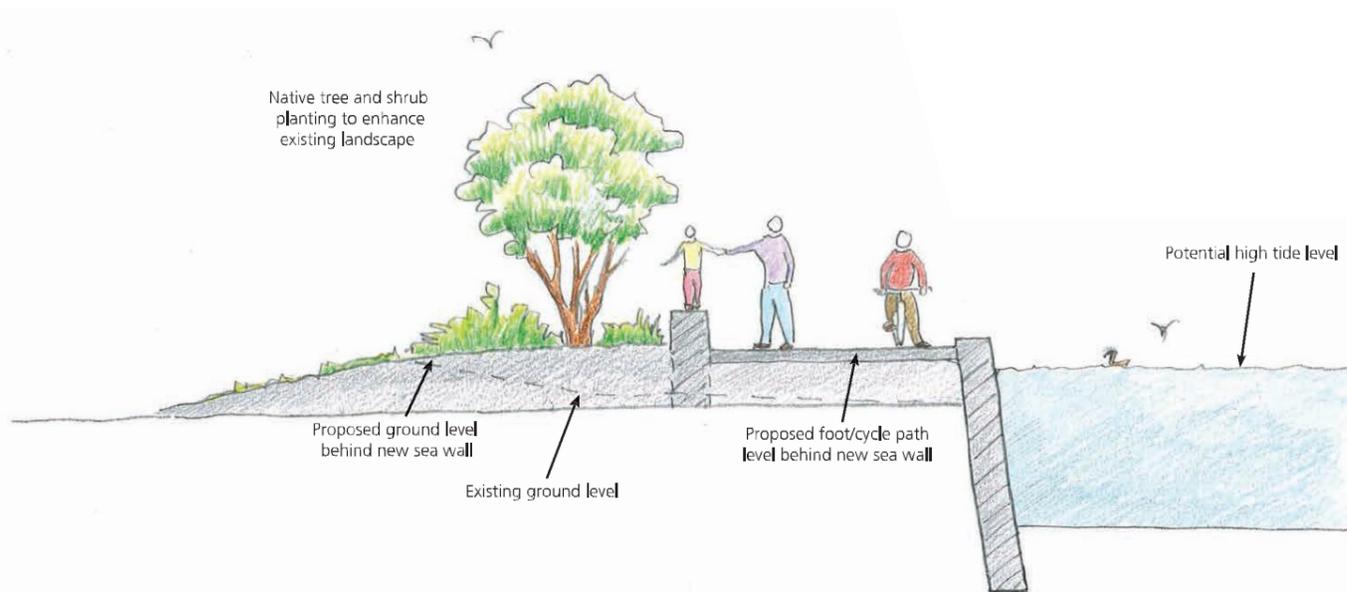
### Option A – raised vertical wall



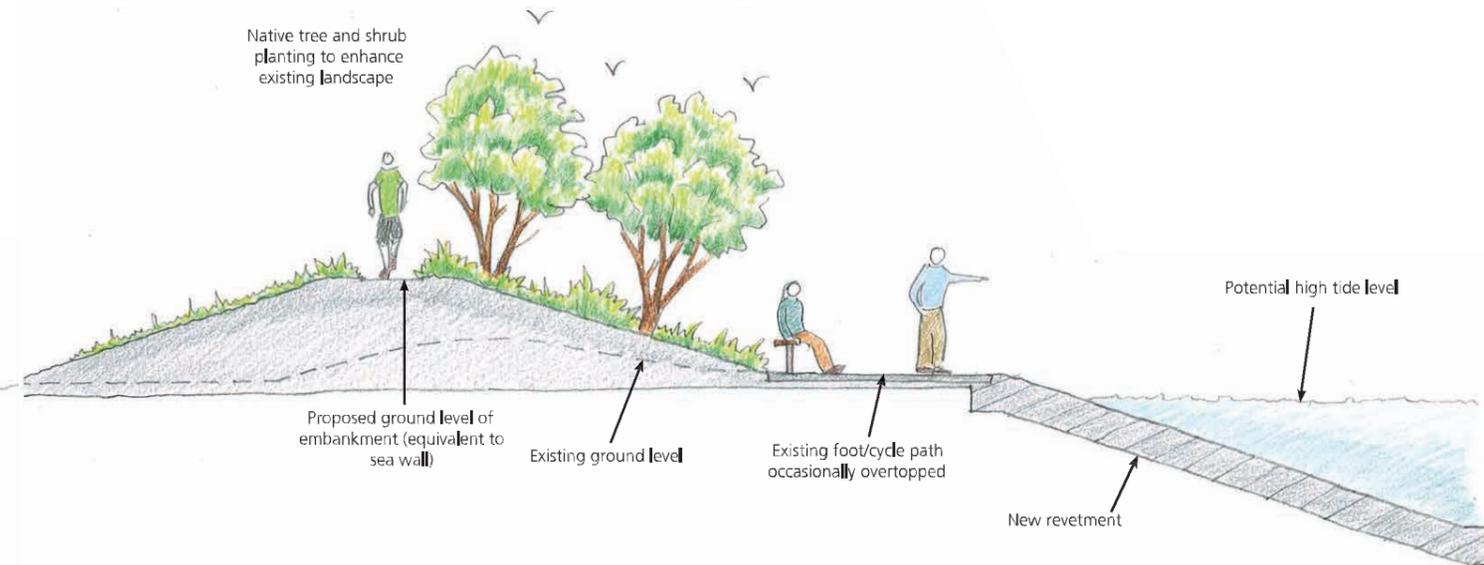
### Option C – raised crest sloping revetment



### Option B – vertical wall with set-back embankment or wall



### Option D – sloping revetment with set-back embankment or wall



#### Notes

- Option E can be seen on the Shortlisted options: Tidal control poster.

# Climate change and sea level rise



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## Our responsibility

Scientists have determined that the temperature of central England has risen by almost 1°C over the last century. Winters are getting wetter and average sea levels are rising.

The long-term effects of climate change are uncertain however in some shape or form it will affect us all. With this in mind we must start taking action now to protect our coastline and ensure that our actions are sustainable for future generations.

Let's not forget "*We are only borrowing the environment from our children's children.*"

Portsmouth City Council takes human-induced climate change very seriously. Many of the services it provides, directly affect the local economy and the environment. When developing the council strategy and how services are being delivered the council always considers how these things could effect climate change and how communities can respond to the effects of climate change.

## Rising sea levels

Relative sea level rises refer to the effective change in sea level relative to land surface and takes account long term land movement. The combined effect of these changes are predicted to result in an annual sea level rise in Southern England of about 6mm per year.

The rise in sea levels due to global warming is caused by thermal expansion of the oceans and to a lesser extent from melting of the ice caps and glaciers.

The relative rise in sea level is also caused by a phenomenon called Isostatic Readjustment. Effectively the north-west Britain is rising following glacial withdrawal at the end of the last ice age, thus causing the south-east of England to sink.



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# Flood and coastal erosion risk management

## Whose responsibility?

Coast protection authorities and the Environment Agency have permissive powers to protect against coastal flooding and to carry out erosion defence works. However, this is not a legal obligation.

This means that the coastal partnership (Havant Borough Council, Portsmouth City Council, Gosport Borough Council and Fareham Borough Council) has the 'power to' carry out coast protection works but it is not duty bound to do it and will not be liable for the failure to exercise these powers.

## Permissive powers

In general, local authorities and the Environment Agency will only act where there is a clear economic benefit and/or an appropriate engineering solution that is achievable, and where environmental legislation is not contravened.

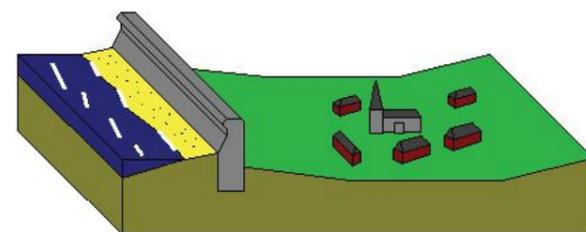
**Land owners have ultimate responsibility for protecting their own property from flooding and erosion and they must act within statutory planning regulations and other applicable legislation.**

## Environment Agency

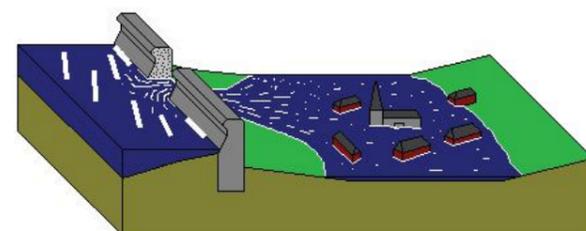
### Flood defence

Low-lying areas susceptible to flooding

Flood defence sea wall



Breached flood defence

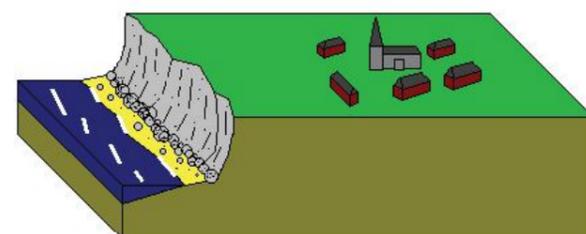


## Local authority

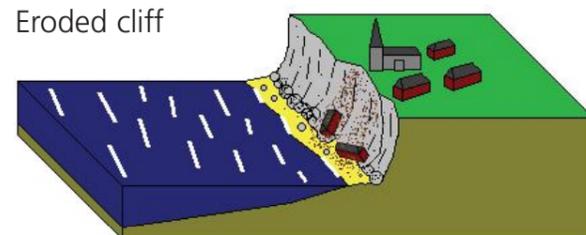
### Coastal protection

Cliffs and high land susceptible to erosion

Eroding cliff



Eroded cliff



## Shoreline Management Plan

A Shoreline Management Plan (SMP) is a high level policy document setting out a framework for future management of the coastline.

The SMP aims to balance the management of coastal flooding and erosion risks with natural coastal processes and the effects of climate change.

The North Solent SMP covers the coastline from Hurst Spit in the west to Selsey Bill in the east and sets the policy for the whole of the Portsmouth coastline.

The SMP makes recommendations on how the coastline should be managed over the next 100 years.

A 'Hold the line' policy to maintain or upgrade the level of protection provided by the existing defences was identified for the North Portsea Island coastline by the North Solent SMP.

## Portsea Island Coastal Strategy Study

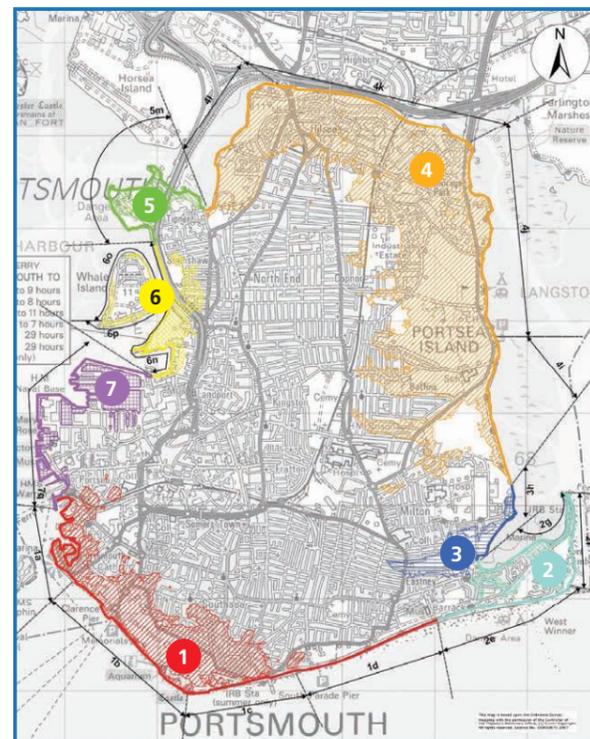
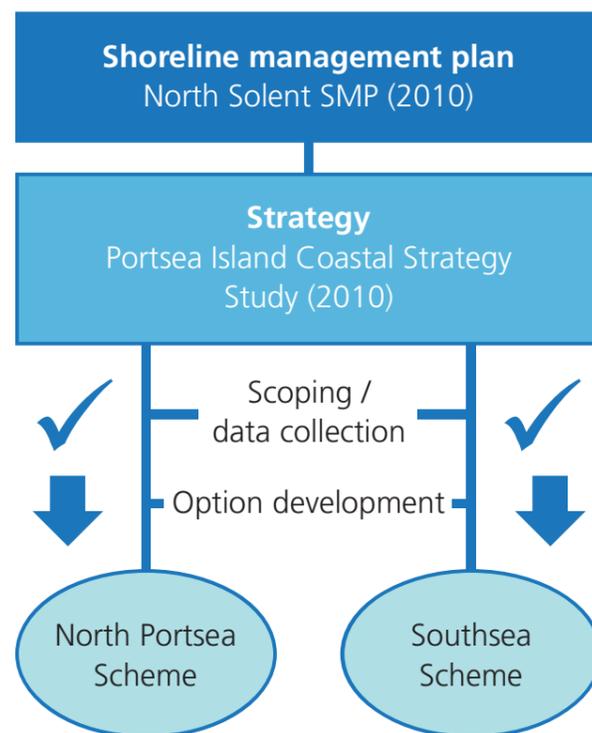
A strategy looks at how the SMP policy can be implemented at a more local level and identify areas where work may be required.

The Portsea Island Coastal Strategy Study (PICSS) was concluded in 2010. The strategy supported the recommendations of the North Solent SMP and adopted a 'Hold the line' policy for Portsea Island.

The strategy looked at the likely risk of coastal flooding to Portsea Island, the condition of existing defences and the number of properties and assets at risk in the event of flooding over the next 100 years.

Seven distinct flood cells were identified, meaning that a flood in one cell will not impact any other, and of those seven cells, two were identified as priority areas – Flood Cell 1 (Southsea) and Flood Cell 4 (North Portsea Island). The strategy identified significant risk to properties, businesses and key infrastructure within these two priority areas and proposed that schemes should be developed for these frontages.

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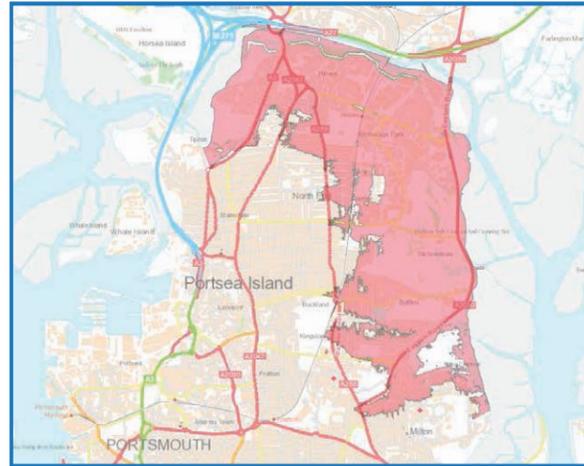


# Extent and risk of flooding

## Present day



## 2115



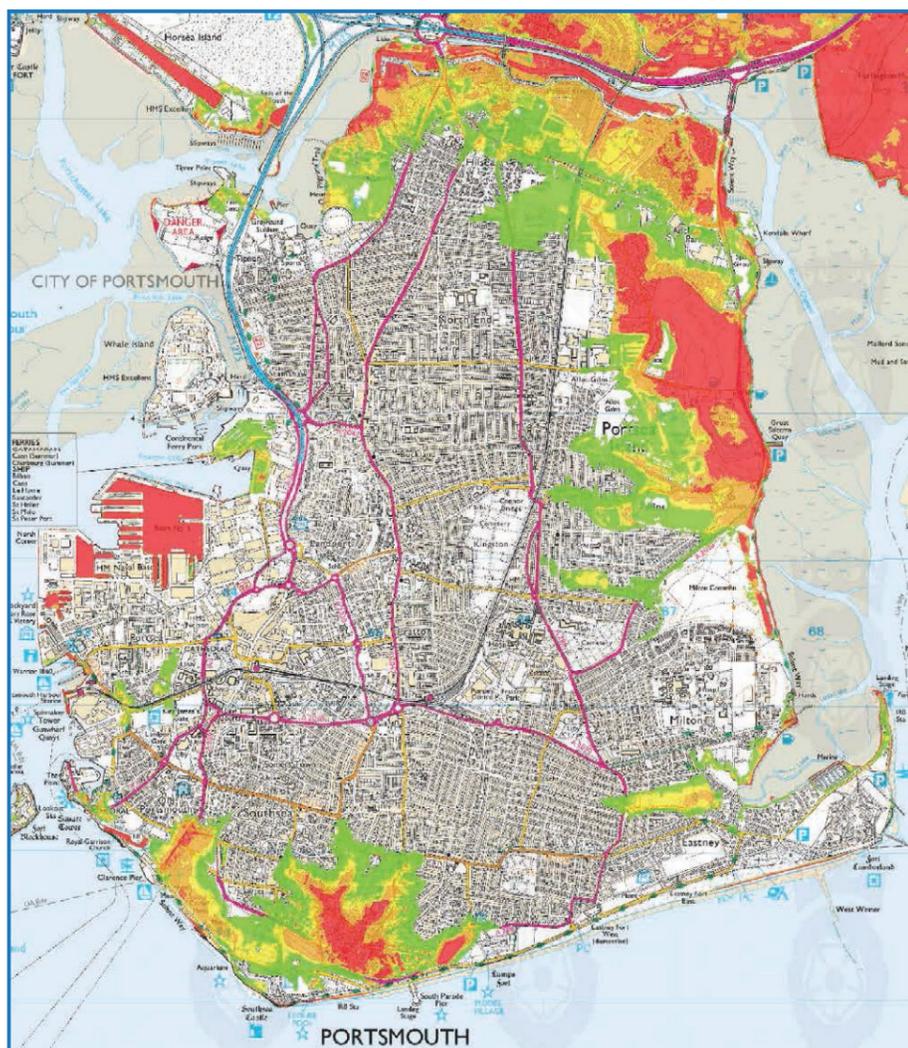
These Flood Risk maps indicates the extent of flooding from a 1 in 200 year event if the coastline was left undefended.

The value of property and infrastructure within North Portsea Island is estimated at £568.5m.

1,414 residential and 147 commercial properties are currently at risk from a 1 in 200 year tidal flood event. This increases to 4,234 residential and 490 commercial properties over the next 100 years.

North Portsea Island contains the only rail link and two of the three road links onto Portsea Island. 89 electricity sub-stations are also located within North Portsea Island. All of these assets are at risk from flooding during a 1 in 200 year tidal flood event.

## Hazard map



This map indicates the level of risk from a present day 1 in 200 year flood event if the coastline was left undefended.

### Definition of undefended flood hazard index as displayed on SFRA map set 1B

Classification	Description
Low	Caution <i>Flood zone with shallow flowing water of deep standing water</i>
Moderate	Dangerous for some people (i.e. children) <b>Danger:</b> <i>Flood zone with deep or fast flowing water</i>
High	Dangerous for most people <b>Danger:</b> <i>Flood zone with deep fast flowing water</i>
Very high	Dangerous for all people <b>Extreme danger:</b> <i>Flood zone with deep fast flowing water</i>

# Current coastal defences around North Portsea Island



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# High tides and flooding across North Portsea Island



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## Why do floods happen?

Coastal flooding usually results from a combination of high tides and stormy conditions. If low atmospheric pressure coincides with a high tide, a tidal surge may happen which can cause serious flooding. Areas of our coastal frontage are at risk from tidal flooding when these conditions occur.



### 1 January 2014

A 5.3m CD high tide and strong south easterly winds caused the sea wall around Great Salterns Quay to be overtopped. The southbound lane of Eastern Road was flooded and remained closed for a number of hours.

### 3 January 2014

Tides reached 5.5m CD. This combined with high winds caused defences to be overtopped at a number of locations around North Portsea Island.



Tipner Lake, 3 January 2014



Tipner Lake, 3 January 2014



Tipner Lake, 3 January 2014



Tipner Lake, 3 January 2014



Ports Creek near Anchorage Park, 3 January 2014



Ports Creek near Anchorage Park, 3 January 2014



Hilsea Railway, 3 January 2014



Great Salterns Quay, 1 January 2014



Great Salterns Quay, 1 January 2014



Portsmouth Sailing Club, 3 January 2014

## Which materials would you like to see?

There are a number of different construction materials from which new coastal defences could be built. The images found below show examples of the types of structure we will be considering for the new coastal defences.

### Sloping defence structures

The examples below show structure types that could be used in the construction of a sloping defence. (Option C, D and E)



### Vertical defence structures

The examples below show structure types that could be used in the construction of a vertical defence. (Option A, B and E)



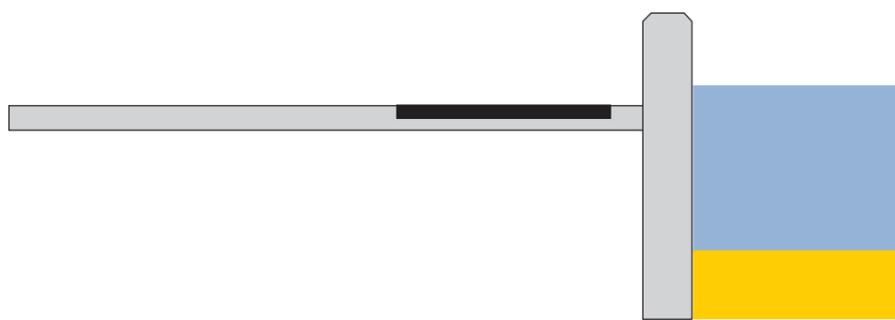
# Access arrangements

## How do you use the coastline?

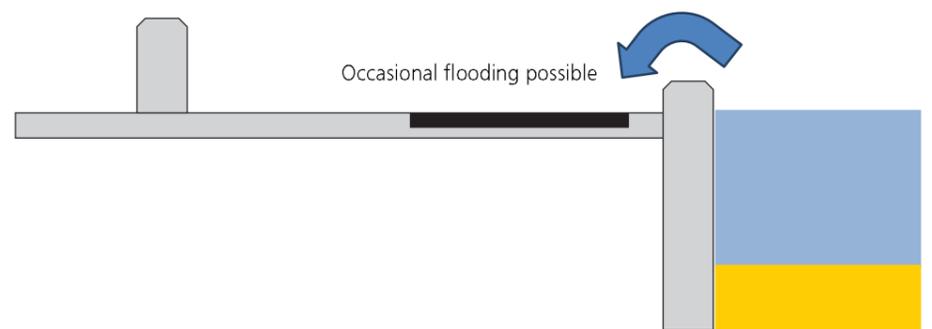
Access to the coast is important to many people who enjoy the area in many different ways. For this reason, understanding how the coastline is used is an important part of selecting suitable defence options for North Portsea Island.

## Would it be acceptable for access routes to be temporarily flooded during extreme events?

Primary defence only – access path is behind the defence



Primary and secondary defence – access is in front of the full defence



### Primary and secondary defence options

Shortlist options B and D consist of a combination of primary and secondary defences. This design can enable us to retain our access, visibility and enjoyment of the sea whilst also reducing risk of flooding to people and property. However in extreme events we may experience some flooding to the access paths and grassland between the two defences.

## What kind of access would you like to see around the North Portsea coastline?

Pedestrian access



Pedestrian and cycle access



NB: Additional funding may be required to facilitate improved access arrangements

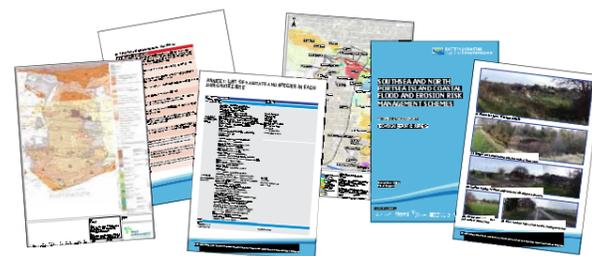
# The story so far...



Portsmouth  
CITY COUNCIL

## Scoping study

The Scoping Study was completed in 2013 collating existing information into a single suite of documents for use in the ongoing scheme design. The study also identified areas where further investigation was required and made recommendations to advise the development of schemes. The final 14 technical reports are available to download from the ESCP web page.



## Threshold survey

A threshold survey has been carried out to measure the level at which water would enter properties in a flood event. This information will be used to verify design data and help the design team understand the flood risk around the North Portsea coastline.



## Option development

In collaboration with key stakeholders the design team have developed a long list of potential defence options for the North Portsea coastline. These options have been assessed on economic, environmental, technical and amenity grounds to produce the short list of options presented here today.



## Phase 1 habitat survey

During November 2013, the project's environmental team completed a habitat survey of the North Portsea coastline. Important plant and animal species were recorded, alongside habitats that have the potential to support diverse coastal wildlife during the different seasons.

This helps us understand the ecological value of our coastline, enabling us to develop coastal management options to protect our community whilst maintaining and enhancing our internationally important coastal environment.



## Asset condition inspections

As part of our ongoing management of the coastline, regular inspections are carried out to collect images and data on the condition of current flood defences. The design team have built on this existing information and undertaken a detailed assessment on the current coastal defences around North Portsea Island to establish their current condition and likely residual life.



## Intrusive investigations

Contractors working with the design team are currently carrying out intrusive investigation surveys at several sites around the North Portsea Island coastline. The surveys include digging pits at the base of the defence to expose foundations, taking core samples from within the concrete to test how strong it is, undertaking cover surveys to help determine the condition of any reinforced concrete, and ultrasonic tests of steel piles to measure how thick they are.



## Topographic survey

In order that detailed designs for new defences can be developed it is essential that the existing terrain is accurately mapped. A full survey of the height and shape of the land both along the current defence line and to the land behind is currently being conducted.

The data from the survey will be used to generate a 3D model of the terrain around North Portsea Island which will in turn feed into to design of the preferred option.



# Funding and contributions

## Partnership funding

It is estimated that the costs of improving and maintaining coastal defences around North Portsea Island could amount to £95million over the next 100 years<sup>1</sup>.

The government has put in place a mechanism for funding flood and coastal erosion risk management schemes called **Partnership Funding**. The principles are simple, encouraging local funding sources to supplement national grants. We are committed to working with others to explore alternative funding sources and capturing broader outcomes and objectives through our projects.

We have been working within the council and with partners to explore opportunities to deliver joint benefits through this project and to maximise our funding for Portsea Island.

## How could you contribute?

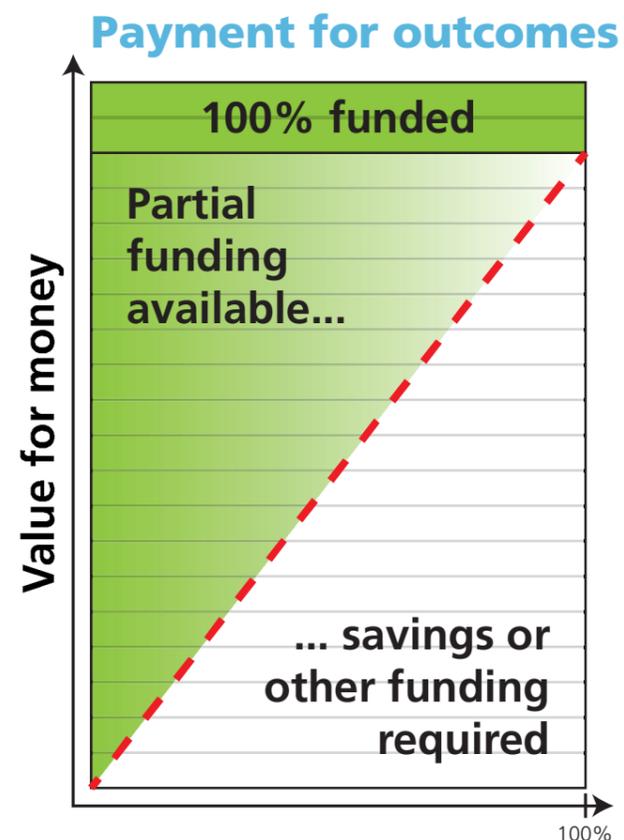
Although the project currently has a good case to attract Government Grant in Aid in full we always seek to do more to maximise value for money. This will allow the grant to go further and protect more properties from flooding.

Raising funds may also allow us to increase benefits of our work such as:

- increasing the standard or height of the structures;
- improving the quality of materials to be used;
- increasing certainty and accelerating programmes for projects to be delivered;
- delivering other benefits to local communities.

We are interested to hear your ideas on ways in which we could seek more value from our work. Examples may include

- offers to work in partnership to deliver combined outcomes;
- providing financial contributions or sponsorship;
- promoting contacts and networks with whom we should work;
- supporting the work by advertising and promoting its cause;
- offering access through private land or site set up arrangements;
- suggesting other ways to demonstrate savings.



1. Portsea Island Coastal Strategy Study, StAR April 2011

# Appendix F:

# Long-list Screening Summary

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Long list of Flood and Coastal Erosion Risk Management Options						
Project	North Portsea Flood and Coastal Erosion Risk Management Scheme					
Date	08/01/2014					
Version	2					
Prepared	Matt Balkham					
Checked	Jackie Lavender					
Reviewed	Alexander Lee / Bret Davies / Marc Bryan					
No.	Approach	Option	Description	Comment	Screening	Principal reason for exclusion
1	Do Nothing	Accept deterioration and failure of coastal defences over time.	Baseline scenario required for economic appraisal. Ongoing maintenance ceased with immediate effect and no improvements undertaken. Defences allowed to deteriorate resulting in increasing risk of flooding over time. Some periodic intervention would be necessary in order to minimise Public Health and Safety.	This approach is not in line with the approved strategy and would quickly lead to an unacceptable level of flood risk. This approach is considered only for baseline economic appraisal of scheme options.	Required for Baseline	N/A
2	Do Minimum	Repair and maintain existing coastal defences	Continue ongoing maintenance of existing defences. No new coastal flood and erosion risk management assets to be built. No improvements or enhancements to existing coastal flood and erosion risk management assets.	The standard of flood protection, to a CFERM asset, will reduce with predicted sea level rise. Not in line with approved strategy.	Required for Baseline	N/A
3	Advance the line	New defences seaward of existing alignment	Construct new defences sea of existing alignment.	<b>Not in line with approved strategy</b> or local planning policy and therefore excluded from further appraisal. Further clarification provided within the strategy document. Likely to be very expensive (since entire new defence required). Unlikely to secure environmental consent given loss of SPA/SAC/ etc. Could create land for development. Could interfere with existing water based activities and businesses.	Exclude	Policy, Environment
4	Retreat the line	Managed retreat/realignment comprising new defences landward of existing alignment	Construction of new defences landward of existing alignment. Potentially removal of existing defences (or these could be left to deteriorate)	<b>Not in line with approved strategy</b> or local planning policy and therefore excluded from further appraisal. Open space, which would normally be suitable for managed realignment, generally contains potential contamination. Further clarification provided within the strategy document. Scheme cost likely to be high because land would need to be decontaminated, an entire new defence constructed and land purchase (compensation) required. Potential to create intertidal habitat seaward of new defence alignment is limited.	Exclude	Policy Cost
5	Hold the line	Vertical primary defence	Repair/replace existing primary defence/revetment with a vertical CFERM asset, such as a sea wall. Improve height of CFERM asset, if necessary, to provide a safe standard of CFERM protection.	Likely to be technically and economically viable. Particularly relevant to locations where land available for improvements is limited. The primary defence could be improved, at a later stage, to make the asset adaptable to climate change.	Include	N/A
6		Sloping primary defence	Repair/replace existing primary defence/revetment with a sloping CFERM asset, such as a revetment or bio-engineered option. Improve height of CFERM asset, if necessary, to provide a safe standard of CFERM protection.	Likely to be technically and economically viable, particularly where land is readily available for construction. The primary defence could be improved, at a later stage, to make the asset adaptable to climate change.	Include	N/A
7		Vertical primary defence and setback secondary defence	Repair/replace existing primary defence with a vertical CFERM asset, such as a sea wall. Construct a new secondary line of defence such as an embankment or wall.	Likely to be technically and economically viable, particularly where an existing defence is in relatively good condition, provides a good standard of protection and/or where space for construction is limited. In these situations the setback defence could, for example, be implemented in year 50 to make provision for climate change.	Include	N/A
8		Sloping primary defence and setback secondary defence	Repair/replace existing primary defence, such as a revetment or bio-engineered option. Construct a new secondary line of defence such as an embankment or wall.	Likely to be technically and economically viable, particularly where an existing defence is in relatively good condition, provides a good standard of defence and/or where space for construction is readily available. In these situations the setback defence could, for example, be implemented in year 50 to make provision for climate change.	Include	N/A
9		Demountables	Maintain existing defences and install demountable defences (either community level or individual property protection)	Demountables to the entire frontage is likely to be uneconomical, given length of the frontage, and require considerable operational effort (resource) to deploy. Significant risk of failure because sections may not be installed in time or correctly. Demountables could form part of any hold the line solution in some localised areas. Demountables are unlikely to provide a comprehensive solution to the entire North Portsea Island frontage.	Exclude	Technical H&S
10		Utilise/improve highways assets and or existing buildings as flood defences	Potential to utilise Eastern Road, Railway embankment or existing buildings/walls as defence.	Topography not ideal for this solution (i.e. existing assets too low). Cost likely to be prohibitive. No existing plans for asset owners to replace/repair assets (which could improve the affordability).	Exclude	Technical
11	Others	Tidal control barrier (Ports Creek & Tipner Lake)	Construct tidal flood barrier under/adjacent to the existing road bridges to prevent sea levels rising above existing defence levels. Tidal barrier would only be activated (closed) in advance of an extreme high tide. Would require replacement/ maintenance of existing defences	<b>Not in line with the approved strategy.</b> Construction costs of a tidal barrier has been costed at £40m and is expected to have high maintenance and operational whole life costs. Replacement and maintenance of the existing defence structures has been costed at an additional £4.4m. This option will only offer protection to frontages 1 and 2, the remaining frontages would need to be dealt with separately at additional cost. It is expected to be difficult to gain environmental consents to implement this option due to the requirement to artificially control the tidal nature of the designated habitat. Significant risk of failure because the barrier may not be installed in time or correctly. Mechanical and electrical components may break down during use.	Exclude	Cost Environmental
12		Property level flood resistance/resilience	Improvements to flood proof individuals properties to reduce likelihood of flooding or reduce impact of flooding (and ease clean-up post event)	Not in line with approved strategy. Large number of properties to improve. Still poses significant risk to life. Does not reduce risk or mitigate effect of infrastructure flooding. Potentially unfundable through current revenue streams. Resistance measures could form part of any hold the line solution in some localised areas.	Exclude	Policy H&S Cost
13		Accept overtopping and improve drainage	Maintain existing defences (or allow to deteriorate) and improve landward drainage to cope with overtopping and prevent/reduce water reaching housing/infrastructure.	Not inline with strategy. Does not mitigate risk to life. Due to the low lying and flat topography of Portsea Island, this is unable to achieve a long term safe standard of flood protection.	Exclude	H&S Technical Policy
14		Harbour Barrage	Construct a barrage at the entrance to Langstone and Portsmouth Harbours to control levels within the harbours	Likely to have significant cost of construction and maintenance. Significant impact on local economy through restricting harbour operations. Disruption to harbour activities (navigation) and environment (ecology, geomorphology, etc.) likely to be unacceptable. Not in line with policy. Need to address connection between Langstone and Chichester Harbour. Primary defences still required albeit at a lower height.	Exclude	Cost Environmental Amenity Policy
15		Fill, through land reclamation, the length of Ports Creek	Filling, or reclaiming land, along the creek could remove the flood pathway. Removing the flood pathway eliminates the dependency, on the creeks embankments, as the primary flood defence.	Implementing this option would result in significant direct loss of a European designated environmental habitat and loss of a Navigational right of way. This option is unlikely to be implemented.	Exclude	Environmental Policy
16		Beach Management	By creating a shingle/sand beach/dune in front of the existing defences, flood risk as result of wave energy and water level could be reduced.	Principal flood mechanism is via water level (not waves). Environmental designations mean it is highly unlikely to secure approvals for works seaward of foreshore. Costs likely to be prohibitively expensive since material not readily available.	Exclude	Technical Environmental Cost
Notes						
4 – Localised/small scale realignment might be possible as part of the 'hold the line' options and could provide opportunities for habitat enhancement						

Long list to short list selection criteria
<b>Policy</b>
Is the defence option a significant departure from the Shoreline Management Plan and Strategy policy? Yes = reject.
<b>Technical</b>
Is there a high risk that the defence option will not perform from a technical perspective? Yes = reject.
<b>Environment</b>
Is the defence option likely to have a significant detrimental impact on the environment? Yes = reject.
<b>Health and Safety</b>
Does the defence option put the public at an unacceptable level of health and safety risk? Yes = reject.
<b>Cost</b>
Is the defence option unlikely to receive funding including external contributions? Yes = reject.
<b>Amenity</b>
Is the defence option likely to have a significant detrimental impact on the local amenity? Yes = reject.

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# Appendix G:

## Appraisal Summary Tables

**- Comparison of shortlist options against Do Nothing in  
range of criteria**

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Negative Impact
Neutral Impact
Positive Impact

Project Name	Southsea and North Portsea Island Frontages Outline Design				
Frontage	North Portsea Frontage 1				
Project Description	The current defences around North Portsea Island Flood Cell 4 are in poor condition and do not provide the required standard of protection identified within the Portsea Island Coastal Strategy Study.				
Option	Baseline	Option A	Option B	Option C	Option D
Overview / Description	Do Nothing, hypothetical option, is not in line with Strategy recommendations.	Vertical Primary Defence	Vertical Primary Defence with Set-Back Defence	Sloping Primary Defence	Sloping Primary Defence with Set-Back Defence
Technical Issues	-	Services, including high voltage electricity cable are present behind the existing seawall. The seawall to the south will have to be demolished to allow for a retreated line of defence. A retreated line of defence will have to be constructed close to the electricity cables.	Services, including high voltage electricity cable are present behind the existing seawall. The seawall to the south will have to be demolished to allow for a retreated line of defence. A retreated line of defence will have to be constructed close to the electricity cables. The footpath to the northern end of the frontage is relatively narrow which constrains the options available for a secondary defence.	Services, including high voltage electricity cable are present behind the existing seawall. The seawall to the south will have to be demolished to allow for a retreated line of defence. A retreated line of defence is likely to require diversion of the electricity cables.	Services, including high voltage electricity cable are present behind the existing seawall. The seawall to the south will have to be demolished to allow for a retreated line of defence. A retreated line of defence is likely to require diversion of the electricity cables. The footpath to the northern end of the frontage is relatively narrow which constrains the options available for a secondary defence.
Assumptions and Uncertainties	-	It is assumed that the land behind the seawall to the south is contaminated and that any excavated material will be disposed of off site. Any filling that is required will be achieved via import of material. Should the existing ground prove suitable for reuse then it will reduce overall construction costs.  The lowest cost concrete wall option is encasement of the existing seawall to the north. It is assumed that the existing seawall is sufficiently robust to support the encasement rather than requiring a more costly standalone seawall.  It is assumed that the existing seawall to the south will be replaced by a new structure, rather than a concrete encasement, due to its poor condition. This will be confirmed by site survey.	It is assumed that the land behind the seawall to the south is contaminated and that any excavated material will be disposed of off site. Any filling that is required will be achieved via import of material. Should the existing ground prove suitable for reuse then it will reduce overall construction costs.  The lowest cost concrete wall option is encasement of the existing seawall to the north. It is assumed that the existing seawall is sufficiently robust to support the encasement rather than requiring a more costly standalone seawall.  The set-back defence type has been chosen as an earth fill embankment unless there is insufficient space. In these cases the set-back defence is a reinforced concrete or steel sheet pile floodwall.  It is assumed that the existing seawall to the south will be replaced by a new structure, rather than a concrete encasement, due to its poor condition. This will be confirmed by site survey,	It is assumed that the land behind the seawall to the south is contaminated and that any excavated material will be disposed of off site. Any filling that is required will be achieved via import of material. Should the existing ground prove suitable for reuse then it will reduce overall construction costs.  The lowest cost concrete wall option is encasement of the existing seawall to the north. It is assumed that the existing seawall is sufficiently robust to support the encasement rather than requiring a more costly standalone seawall.  It is assumed that the land behind the seawall to the south is contaminated and that any excavated material will be disposed of off site. Any filling that is required will be achieved via import of material. Should the existing ground prove suitable for reuse then it will reduce overall construction costs.	It is assumed that the land behind the seawall to the south is contaminated and that any excavated material will be disposed of off site. Any filling that is required will be achieved via import of material. Should the existing ground prove suitable for reuse then it will reduce overall construction costs.  The set-back defence type has been chosen as an earth fill embankment unless there is insufficient space. In these cases the set-back defence is a reinforced concrete floodwall.
Approaches to Adaption	-	These options are based upon construction of the defence crest level to full height in year 0. Following selection of the preferred option and further development consideration will be given to building to a lower height and raising the defence height in a staged approach, say in year 50, to stay in line with climate change.			
Costs (EK)	Nil	10600 to 11900 Ek	12400 to 13800 Ek	11700 to 20900 Ek	12300 to 24400 Ek
Category	Description and quantification of impacts	Description and quantification of impacts	Description and quantification of impacts	Description and quantification of impacts	Description and quantification of impacts
Economic Impacts					
Properties	Residential and commercial properties at risk of flooding under a 1 in 200yr event.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties from erosion within the 100 year life of scheme.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties from erosion within the 100 year life of scheme.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties from erosion within the 100 year life of scheme.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties from erosion within the 100 year life of scheme.

Emergency Costs	Emergency costs will increase over the years due to the low SoP against flooding. Flood response and clear-up will increase.	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding. NR: By not using set back secondary defence, post event footpath maintenance and clean up costs avoided	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding. NR: By not using set back secondary defence, post event footpath maintenance and clean up costs avoided	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.
Infrastructure	Infrastructure will be at risk due to low SoP. Access to businesses and associated car parks will be limited in extreme events due to road being flooded.  Closure and disruption due to flooding will affect emergency services access across Flood Cell 4.	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.  To allow revetment in line with current toe, HV cable must be relocated	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.  To allow revetment in line with current toe, HV cable must be relocated
Transport	Cycle and pedestrian access will be flooded more frequently. Key links in and out of city will be blocked by flooding.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links kept open within the 100 year life of scheme.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links kept open within the 100 year life of scheme. Footpath and cycleway will flood under extreme events.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links kept open within the 100 year life of scheme.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links kept open within the 100 year life of scheme. Footpath and cycleway will flood under extreme events.
Agriculture	NA	NA.	NA.	NA.	NA.
Indirect effect on businesses	Businesses within Flood Cell 4 will be at risk of flooding and damage due to flood waters. Potential for access to businesses to be cut off.	Flood risk reduced to local businesses during 100 year life of scheme.	Flood risk reduced to local businesses during 100 year life of scheme.	Flood risk reduced to local businesses during 100 year life of scheme.	Flood risk reduced to local businesses during 100 year life of scheme.
<b>Environmental Impacts</b>					
Historic Environment	Flooding to Hillsea lines to north of frontage will occur.	The Local Planning Authority have a duty to preserve and enhance the historic environment. The Local Planning Authority consider that the vertical defences would not be in keeping with the sloping lines of the Hillsea Lines in the northern section of the frontage.  Flood risk to the Hillsea Lines would decrease.  Potential physical disturbance to archaeological / geoarchaeological remains (terrestrial, foreshore and intertidal). Potential indirect impacts through scour and change in hydrodynamics. Potential impacts on setting of Hillsea Lines Scheduled Monument.	The Local Planning Authority have a duty to preserve and enhance the historic environment. The Local Planning Authority consider that the vertical defences would not be in keeping with the sloping lines of the Hillsea Lines in the northern section of the frontage.  Flood risk to the Hillsea Lines would decrease.  Potential physical disturbance to archaeological / geoarchaeological remains (terrestrial, foreshore and intertidal). Potential indirect impacts through scour and change in hydrodynamics. Potential impacts on setting of Hillsea Lines Scheduled Monument.	The Local Planning Authority have a duty to preserve and enhance the historic environment. The sloping defences would be in keeping with the sloping lines of the Hillsea Lines in the northern section of the frontage.  Flood risk to the Hillsea Line would decrease.  Potential physical disturbance to archaeological / geoarchaeological remains (terrestrial, foreshore and intertidal). Operation: Indirect impacts through scour reduced compared to vertical structure. Potential impacts on setting of Hillsea Lines Scheduled Monument reduced compared to vertical structure.	The Local Planning Authority have a duty to preserve and enhance the historic environment. The sloping defences would be in keeping with the sloping lines of the Hillsea Lines in the northern section of the frontage.  Flood risk to the Hillsea Line would decrease.  Potential physical disturbance to archaeological / geoarchaeological remains (terrestrial, foreshore and intertidal). Operation: Indirect impacts through scour reduced compared to vertical structure. Potential impacts on setting of Hillsea Lines Scheduled Monument reduced compared to vertical structure.
Landscape	Deterioration to landscape character as defences fail. Regular flooding causing deterioration to landscape and change of character.	The primary defence structure would be similar to the current structure so the impact of this would be minimal. However the higher defence height reducing seaward views from the footpath is generally perceived as a negative impact by the public.  Steering Group: Mixed opinions whether continuous linear structure seen as improvement to current mix of structure types	The primary defence structure would be similar to the current structure so the impact of this would be minimal. A locally set-back secondary defence is generally perceived as having a minimal impact by the public.  Steering Group: Mixed opinions whether continuous linear structure seen as improvement to current mix of structure types	The primary defence structure would be sloped rather than vertical like the current structure. Feedback from the public indicates that the impact of this change would be positive. The existing footpath could be run along the top of the new, higher defence. The overall impact would therefore be positive.  Steering Group: Mixed opinions whether continuous linear structure seen as improvement to current mix of structure types	The primary defence structure would be sloped rather than vertical like the current structure. Feedback from the public indicates that the impact of this change would be positive. A locally set-back secondary defence is generally perceived as having a minimal impact by the public. The overall impact would therefore be positive.  Steering Group: Mixed opinions whether continuous linear structure seen as improvement to current mix of structure types

<p><b>Designated sites</b></p>	<p>Deterioration of designated sites as defences fail and potentially litter foreshore. Following failure of defence, there is an increase risk of contaminants leaching into designated sites.</p>	<p>Encasement option would involve some minor encroachment into environmentally designated areas (SSSI, SPA and Ramsar). There is scope for mitigation through habitat creation by removing the existing defence apron to the south of the frontage, which is within the designated site boundary.</p> <p>ESCP/NE: Any mitigation should be as close to the losses as possible and within the SPA.</p> <p>ESCP/NE: If mitigation for SPA losses cannot be identified any resultnat case for IROPI, must set out why no alternative option is viable.</p> <p>ESCP/NE: Vertical structures provide better screening and protection to the habitat than revetments.</p> <p>There is a potential for loacalised realignment of defences via this option, which could result in additional environmental gain</p>	<p>Encasement option would involve some minor encroachment into environmentally designated areas (SSSI, SPA and Ramsar). There is scope for mitigation through habitat creation by removing the existing defence apron to the south of the frontage, which is within the designated site boundary.</p> <p>ESCP/NE: Any mitigation should be as close to the losses as possible and within the SPA.</p> <p>ESCP/NE: If mitigation for SPA losses cannot be identified any resultnat case for IROPI, must set out why no alternative option is viable.</p> <p>ESCP/NE: Vertical structures provide better screening and protection to the habitat than revetments.</p> <p>There is a potential for loacalised realignment of defences via this option, which could result in additional environmental gain</p>	<p>Due to landward space constraints, a revetment would involve significant encroachment into environmentally designated areas (SSSI, SPA, Ramsar). While some mitigation is possible through local habitatcreation, this option would require a successful IROPI case to compensate additional losses outside of the SPA.</p> <p>Some minor habitat enhancement could be incorporated into the face of the sloped defences. Scour would be reduced compared to a vertical structure.</p> <p>ESCP/NE: Any mitigation should be as close to the losses as possible and within the SPA.</p> <p>ESCP/NE: The required IROPI case, would need to set out why no alternative option is viable. Whilst vertical options remain comparable in price to the sloping structure and is socially and technically deliverable, an IROPI case would not be supported by our statutory advisors. Therefore a sloped structure is not deliverable along this frontage.</p> <p>ESCP/NE: Vertical structures provide better screening and protection to the habitat than revetments.</p>	<p>Due to landward space constraints, a revetment would involve significant encroachment into environmentally designated areas (SSSI, SPA, Ramsar). While some mitigation is possible through local habitatcreation, this option would require a successful IROPI case to compensate additional losses outside of the SPA.</p> <p>Some minor habitat enhancement could be incorporated into the face of the sloped defences. Scour would be reduced compared to a vertical structure.</p> <p>ESCP/NE: Any mitigation should be as close to the losses as possible and within the SPA.</p> <p>ESCP/NE: The required IROPI case, would need to set out why no alternative option is viable. Whilst vertical options remain comparable in price to the sloping structure and is socially and technically deliverable, an IROPI case would not be supported by our statutory advisors. Therefore a sloped structure is not deliverable along this frontage.</p> <p>ESCP/NE: Vertical structures provide better screening and protection to the habitat than revetments.</p>
<p><b>Soils</b></p>	<p>Contaminated land would remain on-site.</p>	<p>Construction would potentially involve the removal of contaminated land (frontage 1a) and the need to refill with imported material. The overall impact is neutral.</p>	<p>Construction would potentially involve the removal of contaminated land (frontage 1a) and the need to refill with imported material. The overall impact is neutral.</p>	<p>Construction would potentially involve the removal of contaminated land (frontage 1a) and the need to refill with imported material. The overall impact is neutral.</p>	<p>Construction would potentially involve the removal of contaminated land (frontage 1a) and the need to refill with imported material. The overall impact is neutral.</p>
<p><b>Water</b></p>	<p>Potential for release of contamination contained within the ground to the rear of the defences as well as sediment load as defences begin to fail.</p>	<p>During the construction there is the potential for the leaching of contaminants directly into sea. Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.</p> <p>The risk of significant release of contaminants and sediment during a failure of the defences will be significantly reduced.</p>	<p>During the construction there is the potential for the leaching of contaminants directly into sea. Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.</p> <p>The risk of significant release of contaminants and sediment during a failure of the defences will be significantly reduced.</p>	<p>During the construction there is the potential for the leaching of contaminants directly into sea. Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.</p> <p>The risk of significant release of contaminants and sediment during a failure of the defences will be significantly reduced.</p>	<p>During the construction there is the potential for the leaching of contaminants directly into sea. Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.</p> <p>The risk of significant release of contaminants and sediment during a failure of the defences will be significantly reduced.</p>
<p><b>Flora / Fauna</b></p>	<p>No Impact</p>	<p>Vertical primary defence would provide screening to birds on the open water from dogs/pedestrians using the footpath, an option Natural England favour. However, wall would also screen birds using adjacent fields/parkland from the water. Potential impact to intertidal fauna if defence encroaches.</p>	<p>Wall could screen birds using adjacent parkland/playing fields from open water. Creating an embankment on adjacent playing fields /park could potentially impact on land being used by birds for nesting/resting/feeding. However embankments to be grassed and sloped to allow use by birds to continue. Potential impact to intertidal fauna if defence encroaches.</p>	<p>Some minor habitat enhancement could be incorporated into the face of the sloped defences. Creating an embankment on adjacent playing fields /park could potentially impact on land being used by birds for nesting/resting/feeding. However embankments to be grassed and sloped to allow use by birds to continue. Potential impact to intertidal fauna if defence encroaches.</p> <p>ESCP: Potential impact on habitat as revetment could make access to the foreshore easier for dogs and public, thus disturbing feeding birds. Screening could be incorporated to reduce this impact</p> <p>IROPI case difficult due to encroachment into the harbour of revetted slope</p>	<p>Some minor habitat enhancement could be incorporated into the face of the sloped defences. Creating an embankment on adjacent playing fields /park could potentially impact on land being used by birds for nesting/resting/feeding. However embankments to be grassed and sloped to allow use by birds to continue. Potential impact to intertidal fauna if defence encroaches.</p> <p>ESCP: Potential impact on habitat as revetment could make access to the foreshore easier for dogs and public, thus disturbing feeding birds. Screening could be incorporated to reduce this impact</p> <p>IROPI case difficult due to encroachment into the harbour of revetted slope</p>

Construction	No Impact	Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Footprint of works localised compared to other options. Some offsite disposal of materials may be required (frontage 1a).	Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Some offsite disposal of materials may be required (frontage 1a).	Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Some offsite disposal of materials may be required (frontage 1a).  PCFP: Consideration to be given to choice of planting between path and revetment. Consider selecting plants to form a screen or barrier  PCFP: Consider low wall between path and revetment to form screen or barrier.	Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Some offsite disposal of materials may be required (frontage 1a).  PCFP: Consideration to be given to choice of planting between path and revetment. Consider selecting plants to form a screen or barrier  PCFP: Consider low wall between path and revetment to form screen or barrier.
<b>Social Impacts</b>					
Way of Life	Loss of key recreation site and access route to and from the City and Mainland. Loss of visits to the city and reduction in tourism.	Flood risk fear significantly reduced. Hinterland protected and enhanced for use.  PCFP: Privacy issues with raised walkway overlooking properties at northern end of the frontage.	Flood risk fear significantly reduced. Hinterland protected and enhanced for use.	Flood risk fear significantly reduced. Hinterland protected and enhanced for use.  PCFP: Privacy issues with raised walkway overlooking properties.	Flood risk fear significantly reduced. Hinterland protected and enhanced for use.
Public perception	Negative perception. Would be seen as nothing being done. 91% of the public who attended consultation events believe there is a need to reduce flood risk and 85% believe there is a need to improve flood defences.	Feedback from public consultation indicates this is not a preferred option. This option would reduce coastal views and would disconnect the public from the coast. Public feedback from consultation is that open space and sea views are important.	Feedback from public consultation indicates this is an accepted option. Public feedback is that open space and sea views are important. This option would encourage connection to the coastline and would be aesthetically pleasing.	Feedback from public consultation indicates that this is an accepted option. This option would improve coastal views as footpath would be constructed along the crest. Public feedback from consultation is that open space and sea views are important.  ESCP: Public interest in choice of planting and landscaping  Concern over land take and loss of car parking and amenity space	Feedback from public consultation indicates this is a preferred option. Public feedback from consultation is that open space and sea views are important. This option would encourage connection to the coastline and would be aesthetically pleasing.  ESCP: Public interest in choice of planting and landscaping  Concern over land take and loss of car parking and amenity space
Recreation	Deterioration on playing fields due to increased flooding.	Overtopping/flooding landward of defence reduced. Recreation usage maintained.	Overtopping/flooding landward of defence reduced. Recreation usage maintained. Footpath and sports field will become inundated for the fully set-back secondary flood defence option under extreme events. However, 77% of public who attended consultation events felt that this would not be a problem.  NE: Concern over interaction of cyclists and dogs not on leads	Overtopping/flooding landward of defence reduced. Recreation usage maintained  NE: Concern over interaction of cyclists and dogs not on leads	Overtopping/flooding landward of defence reduced. Recreation usage maintained. Footpath and sports field will become inundated for the fully set-back secondary flood defence option under extreme events. However, 77% of public who attended consultation events felt that this would not be a problem.  NE: Concern over interaction of cyclists and dogs not on leads
Health and wellbeing	Deterioration on playing fields due to increased flooding. Deterioration to cycle areas and loss of walking areas. Increases stress due to risk of property flooding.	The primary defence will consist of a vertical structure. There is a residual risk to the public from falls from height.  PCFP: Assessment of dual use foot and cycle path required  Need to incorporate steps into the structure to allow access/egress	The primary defence will consist of a vertical structure. There is a residual risk to the public from falls from height although a handrail would be installed to reduce the risk from that experienced at present. This is a positive impact.  PCFP: Assessment of dual use foot and cycle path required  PCFP/NE: Need to incorporate steps into the structure to allow access/egress	The primary defence will consist of a sloping structure. There is a residual risk to the public from falls from height although the sloped structure reduces this risk in comparison to that experienced at present and of the vertical structure option. This is a positive impact.  PCFP: Assessment of dual use foot and cycle path required  PCFP: Concerns over safety of smooth finish concrete - users might slip down the revetment, and users may not be able to climb the structure and become trapped in the creek  PCFP/NE: Need to incorporate steps into the structure to allow access/egress	The primary defence will consist of a sloping structure. There is a residual risk to the public from falls from height although the sloped structure reduces this risk in comparison to that experienced at present and of the vertical structure option. This is a positive impact.  PCFP: Assessment of dual use foot and cycle path required  PCFP: Concerns over safety of smooth finish concrete - users might slip down the revetment, and users may not be able to climb the structure and become trapped in the creek  PCFP/NE: Need to incorporate steps into the structure to allow access/egress

		The risk of injury from overtopping will be reduced.	The risk of injury from overtopping will be reduced landward of the set back defence. The risk of injury from overtopping seaward of the set back defence remains unchanged.	The risk of injury from overtopping will be reduced. PCFP: Potential H&S risk to cyclists using route at top of embankment - long way to fall	The risk of injury from overtopping will be reduced landward of the set back defence. The risk of injury from overtopping seaward of the set back defence remains unchanged.
Community	Deterioration of visual character will have negative impact on community. Loss of community due to regular flooding and erosion over 100 years.	Flooding and erosion risk to community reduced. High walls will reduce feeling of coastal community.	Flooding and erosion risk to community reduced. Community will not feel disconnected due to high structures along coastline.	Flooding and erosion risk to community reduced. High embankment will not reduce feeling of coastal community due to footpath being constructed on crest and access remaining compared to vertical structures.	Flooding and erosion risk to community reduced. Community will not feel disconnected due to high structures along coastline.

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Negative Impact
Neutral Impact
Positive Impact

Project Name					
Southsea and North Portsea Island Frontages Outline Design					
Frontage					
North Portsea Frontage 2					
Project Description					
The current defences around North Portsea Island Flood Cell 4 are in poor condition and do not provide the required standard of protection identified within the Portsea Island Coastal Strategy Study.					
Option	Baseline	Option A	Option B	Option C	Option D
<b>Overview / Description</b>	Do Nothing, hypothetical option, is not in line with Strategy recommendations.	Vertical Primary Defence	Vertical Primary Defence with Set-Back Defence	Sloping Primary Defence	Sloping Primary Defence with Set-Back Defence
<b>Technical Issues</b>		Services are present behind the existing defences, across the bridges linking Portsea with mainland and along the landward side of Eastern Road.  There is limited access to the Northern section of this frontage due to the low bridges at either end and poor access by road.	Services are present behind the existing defences, across the bridges linking Portsea with mainland and along the landward side of Eastern Road.  There is limited access to the Northern section of this frontage due to the low bridges at either end and poor access by road.	Services are present behind the existing defences, across the bridges linking Portsea with mainland and along the landward side of Eastern Road.  There is limited access to the Northern section of this frontage due to the low bridges at either end and poor access by road.	Services are present behind the existing defences, across the bridges linking Portsea with mainland and along the landward side of Eastern Road.  There is limited access to the Northern section of this frontage due to the low bridges at either end and poor access by road.
<b>Assumptions and Uncertainties</b>		It is assumed that the land behind the existing defence is contaminated and that any excavation of material will be disposed of off site. Any filling that is required will be achieved via import of material. Should the existing ground prove suitable for reuse then it will reduce overall construction costs.  It is assumed that all defences along this section are in poor condition and will be replaced.  It is assumed that the Eastern Road bridge flood route into the island will be stopped by raising of parapet floodwalls along the western and eastern sides of the bridge extending to a high point along the road bridge deck.	It is assumed that the land behind the existing defence is contaminated and that any excavation of material will be disposed of off site. Any filling that is required will be achieved via import of material. Should the existing ground prove suitable for reuse then it will reduce overall construction costs.  The set-back defence type has been chosen as an earth fill embankment and assumes there is sufficient space to do so.  It is assumed that the Eastern Road bridge flood route into the island will be stopped by raising of parapet floodwalls along the western and eastern sides of the bridge extending to a high point along the road bridge deck.	It is assumed that the land behind the existing defence is contaminated and that any excavation of material will be disposed of off site. Any filling that is required will be achieved via import of material. Should the existing ground prove suitable for reuse then it will reduce overall construction costs.  It is assumed that all defences along this section are in poor condition and will be replaced.  It is assumed that the Eastern Road bridge flood route into the island will be stopped by raising of parapet floodwalls along the western and eastern sides of the bridge extending to a high point along the road bridge deck.	It is assumed that the land behind the existing defence is contaminated and that any excavation of material will be disposed of off site. Any filling that is required will be achieved via import of material. Should the existing ground prove suitable for reuse then it will reduce overall construction costs.  The set-back defence type has been chosen as an earth fill embankment and assumes there is sufficient space to do so.  It is assumed that the Eastern Road bridge flood route into the island will be stopped by raising of parapet floodwalls along the western and eastern sides of the bridge extending to a high point along the road bridge deck.
<b>Approaches to Adaption</b>		These options are based upon construction of the defence crest level to full height in year 0. Following selection of the preferred option and further development consideration will be given to building to a lower height and raising the defence height in a staged approach, say in year 50, to stay in line with climate change.			
<b>Costs</b>	Nil	14700 to 17900 Ek	16900 to 21100 Ek	12700 to 17500 Ek	13800 to 17100 Ek
<b>Category</b>	<b>Description and quantification of impacts</b>	<b>Description and quantification of impacts</b>	<b>Description and quantification of impacts</b>	<b>Description and quantification of impacts</b>	<b>Description and quantification of impacts</b>
<b>Economic Impacts</b>					
<b>Properties</b>	Residential and commercial properties at risk of flooding under a 1 in 200yr event.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties from erosion within the 100 year life of scheme.  Possible disruption to residential estate during construction period only.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties from erosion within the 100 year life of scheme.  Possible disruption to residential estate during construction period only.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties from erosion within the 100 year life of scheme.  Possible disruption to residential estate during construction period only.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties from erosion within the 100 year life of scheme.  Possible disruption to residential estate during construction period only.
<b>Emergency Costs</b>	Emergency costs will increase over the years due to the low SoP against flooding. Flood response and clear-up will increase.	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.  By not using set back secondary defence, post event footpath maintenance and clean up costs are reduced.	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.  By not using set back secondary defence, post event footpath maintenance and clean up costs are reduced.	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.

Infrastructure	Infrastructure will be at risk due to low SoP. Access to businesses and associated car parks will be limited in extreme events due to road being flooded.  Closure and disruption due to flooding will affect emergency services access across Flood Cell 4.	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.
Transport	Cycle and pedestrian access will be flooded more frequently. Key links in and out of city will be blocked by flooding.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links kept open within the 100 year life of scheme.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links kept open within the 100 year life of scheme. Coastal footpath and will flood under extreme events.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links kept open within the 100 year life of scheme.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links kept open within the 100 year life of scheme. Coastal footpath will flood under extreme events.
Agriculture	NA	NA.	NA.	NA.	NA.
Indirect effect on businesses	Businesses within Flood Cell 4 will be at risk of flooding and damage due to flood waters. Potential for access to businesses to be cut off.	Flood risk reduced to local businesses during 100 year life of scheme.	Flood risk reduced to local businesses during 100 year life of scheme.	Flood risk reduced to local businesses during 100 year life of scheme.	Flood risk reduced to local businesses during 100 year life of scheme.
<b>Environmental Impacts</b>					
Historic Environment	Flooding to Hillsea lines.	The Local Planning Authority have a duty to preserve and enhance the historic environment. The Local Planning Authority consider that the vertical defences would not be in keeping with the sloping lines of the Hillsea Lines.  Flood risk to the Hillsea Lines would decrease.  Potential physical disturbance to archaeological / geoarchaeological remains (terrestrial, foreshore and intertidal). Potential indirect impacts through scour and change in hydrodynamics. Potential impacts on setting of Hillsea Lines Scheduled Monument.  EH/PCFP: Desire to maintain continuity, and 'tell the story' of Hillsea Lines and Portsdown Hill defences.	The Local Planning Authority have a duty to preserve and enhance the historic environment. The Local Planning Authority consider that the vertical defences would not be in keeping with the sloping lines of the Hillsea Lines.  Flood risk to the Hillsea Lines would decrease.  Potential physical disturbance to archaeological / geoarchaeological remains (terrestrial, foreshore and intertidal). Potential indirect impacts through scour and change in hydrodynamics. Potential impacts on setting of Hillsea Lines Scheduled Monument.  EH/PCFP: Desire to maintain continuity, and 'tell the story' of Hillsea Lines and Portsdown Hill defences.	The Local Planning Authority have a duty to preserve and enhance the historic environment. The sloping defences would be in keeping with the sloping lines of the Hillsea Lines .  Flood risk to the Hillsea Line would decrease.  Potential physical disturbance to archaeological / geoarchaeological remains (terrestrial, foreshore and intertidal). Potential indirect impacts through scour and change in hydrodynamics. Potential impacts on setting of Hillsea Lines Scheduled Monument.  EH: Structure mirrors that of Hillsea Lines and may tie in with proposals to open up sections of the Lines as a museum  EH: Improve access to the Lines  EH: Revetment gives clear distinction between Hillsea Lines and defences  EH/PCFP: Desire to maintain continuity, and 'tell the story' of Hillsea Lines and Portsdown Hill defences.	The Local Planning Authority have a duty to preserve and enhance the historic environment. The sloping defences would be in keeping with the sloping lines of the Hillsea Lines .  Flood risk to the Hillsea Line would decrease.  Potential physical disturbance to archaeological / geoarchaeological remains (terrestrial, foreshore and intertidal). Potential indirect impacts through scour and change in hydrodynamics. Potential impacts on setting of Hillsea Lines Scheduled Monument.  EH: Structure mirrors that of Hillsea Lines and may tie in with proposals to open up sections of the Lines as a museum  EH: Improve access to the Lines  EH/PCFP: Desire to maintain continuity, and 'tell the story' of Hillsea Lines and Portsdown Hill defences.

Landscape	Deterioration to landscape character as defences fail. Regular flooding causing deterioration to landscape and change of character.	The primary defence structure would be vertical, which would match what is currently in place along the western section of the frontage. The replacement of the current sloping defences along the eastern end of the frontage to vertical defences would be out of character. Feedback from the Local Planning Authority is that a vertical structure would be less favoured over a sloping as there is a desire to keep this area open and in keeping with the Hillsea Lines Scheduled Monument.	The primary defence structure would be vertical, which would match what is currently in place along the western section of the frontage. The replacement of the current sloping defences along the eastern end of the frontage to vertical defences would be out of character. Feedback from the Local Planning Authority is that a vertical structure would be less favoured over a sloping as there is a desire to keep this area open and in keeping with the Hillsea Lines Scheduled Monument.  A locally set-back secondary defence is generally perceived as having a minimal impact by the public as views and access are not lost.	The sloping primary defence is favoured by the Local Planning Authority as it keeps the frontage open and is sympathetic to the Hillsea Lines Scheduled Monument. In addition, feedback from the public indicates that the impacts of this change would be positive. The existing footpath run along the top of the new, higher defence. The overall impact would therefore be positive.	The sloping primary defence is favoured by the Local Planning Authority as it keeps the frontage open and is sympathetic to the Hillsea Lines Scheduled Monument. In addition, feedback from the public indicates that the impacts of this change would be positive. The existing footpath would run landward of the primary defence.  A locally set-back secondary defence is generally perceived as having a minimal impact by the public as views and access are not lost. The overall impact would therefore be positive.
Designated sites	Deterioration of designated sites as defences fail and potentially litter foreshore. Following failure of defence, there is an increase risk of contaminants leaching into designated sites.	Option does not involve encroachment into designated habitats (Langstone Harbour SSSI, Solent Maritime SAC and Chichester and Langstone Harbour SPA).  ESCP: There is the potential to use or improve the existing spit at the eastern end of the creek as a roosting site by removing access and changing levels	Option does not involve encroachment into designated habitats (Langstone Harbour SSSI, Solent Maritime SAC and Chichester and Langstone Harbour SPA).  ESCP: There is the potential to use or improve the existing spit at the eastern end of the creek as a roosting site by removing access and changing levels	Option does not involve encroachment into designated habitats (Langstone Harbour SSSI, Solent Maritime SAC and Chichester and Langstone Harbour SPA). Scour would be reduced compared to a vertical structure. Some minor habitat enhancement could be incorporated into the face of the sloped defences. The overall impact is positive.  ESCP: There is the potential to use or improve the existing spit at the eastern end of the creek as a roosting site by removing access and changing levels	Option does not involve encroachment into designated habitats (Langstone Harbour SSSI, Solent Maritime SAC and Chichester and Langstone Harbour SPA). Scour would be reduced compared to a vertical structure. Some minor habitat enhancement could be incorporated into the face of the sloped defences. The overall impact is positive.  ESCP: There is the potential to use or improve the existing spit at the eastern end of the creek as a roosting site by removing access and changing levels
Soils	Contaminated land would remain on-site.	Construction would potentially involve the removal of contaminated land (frontage 2b) and the need to refill with imported material. The overall impact is neutral.	Construction would potentially involve the removal of contaminated land (frontage 2b) and the need to refill with imported material. The overall impact is neutral.	Construction would potentially involve the removal of contaminated land (frontage 2b) and the need to refill with imported material. The overall impact is neutral.	Construction would potentially involve the removal of contaminated land (frontage 2b) and the need to refill with imported material. The overall impact is neutral.
Water	Potential for release of contaminated contained within the ground due to failed defences reducing quality of nearshore waters.	During the construction there is the potential for the leaching of contaminants directly into sea. Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.  The risk of significant release of contaminants and sediment during a failure of the defences will be significantly reduced.	During the construction there is the potential for the leaching of contaminants directly into sea. Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.  The risk of significant release of contaminants and sediment during a failure of the defences will be significantly reduced.	During the construction there is the potential for the leaching of contaminants directly into sea. Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.  The risk of significant release of contaminants and sediment during a failure of the defences will be significantly reduced.	During the construction there is the potential for the leaching of contaminants directly into sea. Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.  The risk of significant release of contaminants and sediment during a failure of the defences will be significantly reduced.
Flora / Fauna	No Impact	Vertical primary defence would provide screening to birds on the open water from dogs/pedestrians. However, wall would also screen birds using adjacent woodland/field from the water. Potential impact to intertidal fauna if defence encroaches.	Set back defence would encroach on SINC in front of Hillsea Lines. Potential impacts on protected species (e.g. GCN, water voles, birds). Potential for direct impacts to intertidal area. However embankments to be grassed and sloped to allow use by birds to continue.	Raised crest embankment would encroach on SINC in front of Hillsea Lines. Potential impacts on protected species (e.g. GCN, water voles, birds). Potential for direct impacts to intertidal area. However embankments to be grassed and sloped to allow use by birds to continue.  Some minor habitat enhancement could be incorporated into the face of the sloped defences.  PCC: Potential loss of vegetation.  NE: Potential to incorporate vegetation onto structure.  EH: Desire to retain woodland.	Set back defence would encroach on SINC in front of Hillsea Lines. Potential impacts on protected species (e.g. GCN, water voles, birds). Potential for direct impacts to intertidal area. However embankments to be grassed and sloped to allow use by birds to continue.  Some minor habitat enhancement could be incorporated into the face of the sloped defences.  PCC: Potential loss of vegetation.  NE: Potential to incorporate vegetation onto structure.  EH: Desire to retain woodland.

Construction	No Impact	<p>Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Footprint of works localised compared to other options. Some offsite disposal of materials may be required.</p> <p>Steering Group: Mixed opinion whether continuous linear structure seen as an improvement to current mix of structure types</p> <p>ESCP: Need to improve access to site for plant.</p>	<p>Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Some offsite disposal of materials may be required.</p> <p>Steering Group: Mixed opinion whether continuous linear structure seen as an improvement to current mix of structure types</p> <p>ESCP: Need to improve access to site for plant.</p>	<p>Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Some offsite disposal of materials may be required.</p> <p>Structure would mirror that on other bank of the creek creating continuity.</p> <p>Steering Group: Mixed opinion whether continuous linear structure seen as an improvement to current mix of structure types.</p> <p>ESCP: Need to improve access to site for plant.</p>	<p>Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Some offsite disposal of materials may be required.</p> <p>Structure would mirror that on other bank of the creek creating continuity</p> <p>Steering Group: Mixed opinion whether continuous linear structure seen as an improvement to current mix of structure types</p> <p>ESCP: Need to improve access to site for plant.</p>
<b>Social Impacts</b>					
Way of Life	Loss of key recreation site and reduction in quality of key woodland site. Loss of visits to the city and reduction in tourism.	Flood risk fear significantly reduced. Hinterland protected and enhanced for use.	Flood risk fear significantly reduced.	Flood risk fear significantly reduced. Hinterland protected and enhanced for use.	Flood risk fear significantly reduced.
Public perception	Negative perception. Would be seen as nothing being done. 91% of the public who attended consultation events believe there is a need to reduce flood risk and 85% believe there is a need to improve flood defences.	Feedback from public consultation indicates this is not a preferred option. This option would reduce Ports Creek views and would disconnect the public from the channel Public feedback from consultation is that open space and views are important.	Feedback from public consultation indicates this is an accepted option. Public feedback is that open space and sea / coastal views are important. This option would encourage connection to the creek and would be aesthetically pleasing.	Feedback from public consultation indicates this is an accepted option. Public feedback is that open space and sea / coastal views are important. This option would encourage connection to the creek and would be aesthetically pleasing.	Feedback from public consultation indicates this is an accepted option. Public feedback is that open space and sea / coastal views are important. This option would encourage connection to the creek and would be aesthetically pleasing.
Recreation	Deterioration to Hillsea Lines open spaces and woodland areas due to increased flooding.	<p>Overtopping/flooding landward of defence reduced. Recreation usage maintained.</p> <p>NE: Public interest in Improved footpath and access.</p>	<p>Overtopping/flooding landward of defence reduced. Recreation usage maintained. Footpath will become inundated for the set-back secondary flood defence option under extreme events. However, 77% of public who attended consultation events felt that this would not be a problem.</p> <p>NE: Public interest in Improved footpath and access.</p>	<p>Overtopping/flooding landward of defence reduced. Recreation usage maintained.</p> <p>NE: Public interest in Improved footpath and access.</p>	<p>Overtopping/flooding landward of defence reduced. Recreation usage maintained. Footpath will become inundated for the set-back secondary flood defence option under extreme events. However, 77% of public who attended consultation events felt that this would not be a problem.</p> <p>NE: Public interest in Improved footpath and access.</p>
Health and wellbeing	Deterioration on playing fields due to increased flooding. Deterioration to cycle areas and loss of walking areas. Increases stress due to risk of property flooding.	<p>The primary defence will consist of a vertical structure. There is a residual risk to the public from falls from height which will be greater than at present.</p> <p>Need to incorporate steps into the structure to allow access/egress</p>	<p>The primary defence will consist of a vertical structure. There is a residual risk to the public from falls from height although a handrail would be installed to reduce the risk from that experienced at present. This is a positive impact.</p> <p>Need to incorporate steps into the structure to allow access/egress.</p>	<p>The primary defence will consist of a sloping structure. There is a residual risk to the public from falls from height although the sloped structure reduces this risk in comparison to that experienced at present along the western section of frontage. This is a positive impact.</p> <p>Assessment of dual use foot and cycle path required.</p> <p>Concerns over safety of smooth finish concrete - users might slip down the revetment, and users may not be able to climb the structure and become trapped in the creek.</p> <p>Need to incorporate steps into the structure to allow access/egress.</p>	<p>The primary defence will consist of a sloping structure. There is a residual risk to the public from falls from height although the sloped structure reduces this risk in comparison to that experienced at present along the western section of the frontage. This is a positive impact.</p> <p>Assessment of dual use foot and cycle path required.</p> <p>Concerns over safety of smooth finish concrete - users might slip down the revetment, and users may not be able to climb the structure and become trapped in the creek</p> <p>Need to incorporate steps into the structure to allow access/egress</p>
		The risk of injury from overtopping will be reduced.	The risk of injury from overtopping will be reduced landward of the set back defence. The risk of injury from overtopping seaward of the set back defence remains unchanged.	The risk of injury from overtopping will be reduced.	The risk of injury from overtopping will be reduced landward of the set back defence. The risk of injury from overtopping seaward of the set back defence remains unchanged.

<p><b>Community</b></p>	<p>Deterioration of visual character will have negative impact on community. Loss of community due to regular flooding and erosion over 100 years.</p>	<p>Flooding and erosion risk to community reduced. High walls will reduce feeling of coastal community.</p>	<p>Flooding and erosion risk to community reduced. Community will not feel disconnected due to high structures along coastline.</p>	<p>Flooding and erosion risk to community reduced. High embankment will not reduce feeling of coastal community due to footpath being constructed on crest and access remaining compared to vertical structures.</p>	<p>Flooding and erosion risk to community reduced. Community will not feel disconnected due to high structures along coastline.</p>
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Negative Impact
Neutral Impact
Positive Impact

Project Name	Southsea and North Portsea Island Frontages Outline Design		
Frontage	North Portsea Frontage 3		
Project Description	The current defences around North Portsea Island Flood Cell 4 are in poor condition and do not provide the required standard of protection identified within the		
Option	Baseline	Option A	Option B
Overview / Description	Do Nothing, hypothetical option, is not in line with Strategy recommendations.	Set-back defence (wall and embankment)	Fully set-back defence (wall and embankment)
Technical Issues	Would need to pull away from Shoreline Management Plan and Approved Strategy.	Services run along the seaward side of Eastern Road and across the land into Kendalls Wharf.  The road entrance to Kendalls Wharf will need to be raised over any set-back defences to maintain access to the wharf or a flood gate installed in the defence.	Services run along the seaward side of Eastern Road and across the land into Kendalls Wharf.  The road entrance to Kendalls Wharf will need to be raised over any set-back defences to maintain access to the wharf or a flood gate installed in the defence.
Assumptions and Uncertainties	-	No significant assumptions or uncertainties.	No significant assumptions or uncertainties.
Approaches to Adaption	-	These options are based upon construction of the defence crest level to full height in year 0. Following selection of the preferred option and further development consideration will be given to building to a lower height and	
Costs	Nil	1300 Ek	1340 Ek
Category	Description and quantification of impacts	Description and quantification of impacts	Description and quantification of impacts
<b>Economic Impacts</b>			
Properties	Residential and commercial properties at risk of flooding under a 1 in 200yr event.	Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties for the next 100 years.	Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties for the next 100 years.
Emergency Costs	Emergency costs will increase over the years due to the low SoP against flooding. Flood response and clear-up will increase.	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.
Infrastructure	Infrastructure will be at risk due to low SoP. Access to businesses and associated car parks will be limited in extreme events due to road being flooded.  Closure and disruption due to flooding will affect emergency services access across Flood Cell 4.	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.
Transport	Cycle and pedestrian access will be flooded more frequently. Key links in and out of city will be blocked by flooding.  Eastern road will become flooded more frequently and cause more road closures cutting of vital links in and out of city.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links kept open within the 100 year life of scheme.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links kept open within the 100 year life of scheme.

<b>Agriculture</b>	NA	NA.	NA.
<b>Indirect effect on businesses</b>	Businesses within Flood Cell 4 will be at risk of flooding and damage due to flood waters, including Kendalls Wharf. Potential for access to businesses to be cut off.	Flood risk reduced to local businesses during 100 year life of scheme. Kendalls Wharf will still be at risk of flooding.	Flood risk reduced to local businesses during 100 year life of scheme. Kendalls Wharf will still be at risk of flooding.
<b>Environmental Impacts</b>			
<b>Historic Environment</b>	No impact	No change.	No change.
<b>Landscape</b>	Deterioration to landscape character as defences fail. Regular flooding causing deterioration to landscape and change of character.	The defence structures would be an addition to what is already along this frontage, however the day to day operations at Kendalls Wharf will not be affected. Therefore, the option is likely to be accepted by Kendalls Wharf.	The defence structures would be an addition to what is already along this frontage, however the day to day operations at Kendalls Wharf will not be affected. Therefore, the option is likely to be accepted by Kendalls Wharf.
<b>Designated sites</b>	No impact	No change.	No change.
<b>Soils</b>	No Impact	Construction would potentially involve the removal of contaminated land being a former landfill site and the need to refill with imported material. The overall impact is neutral.	Construction would potentially involve the removal of contaminated land being a former landfill site and the need to refill with imported material. The overall impact is neutral.
<b>Water</b>	Aggregates from Kendalls Wharf lost seaward during extreme events.	Kendalls Wharf will still flood, although properties to the rear of the defences will be protected.	Kendalls Wharf will still flood, although properties to the rear of the defences will be protected.
<b>Flora / Fauna</b>	No Impact	NE: Grassed area used as roost site. Location of embankment should be carefully considered.	NE: Grassed area used as roost site. Location of embankment should be carefully considered.
<b>Construction</b>	NA	Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Some offsite disposal of materials may be required.  NR: Earth bank could include hard elements (concrete cap or similar) to prevent accidental removal in the future  NR/PCC: Road raising preferred as gates require operation and may be damaged by HGV impacts.  SW: "softer" engineering option of embankment preferred to walls.	Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Some offsite disposal of materials may be required.  NR: Earth bank could include hard elements (concrete cap or similar) to prevent accidental removal in the future  NR/PCC: Road raising preferred as gates require operation and may be damaged by HGV impacts.  SW: "softer" engineering option of embankment preferred to walls.
<b>Social Impacts</b>			
<b>Way of Life</b>	Loss of key recreation site and access route to and from the City and Mainland. Loss of visits to the city and reduction in tourism.	Flood risk fear significantly reduced. Hinterland protected and enhanced for use.	Flood risk fear significantly reduced. Hinterland protected and enhanced for use.
<b>Public perception</b>	Negative perception. Would be seen as nothing being done. 91% of the public who attended consultation events believe there is a need to reduce flood risk and 85% believe there is a need to improve flood defences.	Feedback from public consultation indicates that this is a preferred option.	Feedback from public consultation indicates that this is a preferred option.

<b>Recreation</b>	No impact	ESCP/NE: Sports pitches currently positioned to rear of defences. Embankment should be positioned accordingly	ESCP/NE: Sports pitches currently positioned to rear of defences. Embankment should be positioned accordingly
<b>Health and wellbeing</b>	Deterioration to cycle areas and loss of walking areas. Increases stress due to risk of property flooding.	The risk of injury from overtopping will be reduced landward of the set back defence. The risk of injury from overtopping seaward of the set back defence remains unchanged.	The risk of injury from overtopping will be reduced landward of the set back defence. The risk of injury from overtopping seaward of the set back defence remains unchanged.
<b>Community</b>	Deterioration of visual character will have negative impact on community. Loss of community due to regular flooding and erosion over 100 years.	Flood risk reduced along Eastern Road so access for the public improved.	Flood risk reduced along Eastern Road so access for the public improved.

Negative Impact
Neutral Impact
Positive Impact

Project Name	Southsea and North Portsea Island Frontages Outline Design				
Frontage	North Portsea Frontage 4				
Project Description	The current defences around North Portsea Island Flood Cell 4 are in poor condition and do not provide the required standard of protection identified within the Portsea Island Coastal Strategy Study.				
Option	Baseline	Option A	Option B	Option C	Option D
Overview / Description	Do Nothing, hypothetical option, is not in line with Strategy recommendations.	Vertical Primary Defence	Vertical Primary Defence with Set-Back Defence	Sloping Primary Defence	Sloping Primary Defence with Set-Back Defence
Technical Issues	Would need to pull away from Shoreline Management Plan and Approved Strategy.	Services are present directly behind the existing defences along the Eastern Road, across the fields and across defences offshore.	Services are present directly behind the existing defences along the Eastern Road, across the fields and across defences offshore.  The land between the Eastern road and existing defence is very narrow in places and therefore limits the amount of options available for a secondary set-back defence.	Services are present directly behind the existing defences along the Eastern Road, across the fields and across defences offshore.	Services are present directly behind the existing defences along the Eastern Road, across the fields and across defences offshore.  The land between the Eastern road and existing defence is very narrow in places and therefore limits the amount of options available for a secondary defence.
Assumptions and Uncertainties	-	It is assumed that the land behind the existing defence is contaminated and that any excavation of material will be disposed of off site. Any filling that is required will be achieved via import of material. Should the existing ground prove suitable for reuse then it will reduce overall construction costs.  It is assumed at this stage that the wall to the north of Great Salterns Quay is sufficiently structurally robust for a concrete encasement option to be viable. This will be confirmed by on-site survey.  It is assumed that the existing seawall to the south of Great Salterns Quay will be replaced by a new structure, rather than a concrete encasement, due to its poor condition. This will be confirmed by site survey,	It is assumed that the land behind the existing defence is contaminated and that any excavation of material will be disposed of off site. Any filling that is required will be achieved via import of material. Should the existing ground prove suitable for reuse then it will reduce overall construction costs.  The set-back defence type has been chosen as an earth fill embankment where space allows otherwise a reinforced concrete floodwall is selected as an alternative.  It is assumed at this stage that the wall to the north of Great Salterns Quay is sufficiently structurally robust for a concrete encasement option to be viable. This will be confirmed by on-site survey.  It is assumed that the existing seawall to the south of Great Salterns Quay will be replaced by a new structure, rather than a concrete encasement, due to its poor condition. This will be confirmed by site survey,	It is assumed that the land behind the existing defence is contaminated and that any excavation of material will be disposed of off site. Any filling that is required will be achieved via import of material. Should the existing ground prove suitable for reuse then it will reduce overall construction costs.	It is assumed that the land behind the existing defence is contaminated and that any excavation of material will be disposed of off site. Any filling that is required will be achieved via import of material. Should the existing ground prove suitable for reuse then it will reduce overall construction costs.  The set-back defence type has been chosen as an earth fill embankment where space allows otherwise a reinforced concrete floodwall is selected as an alternative.
Approaches to Adaption	-	These options are based upon construction of the defence crest level to full height in year 0. Following selection of the preferred option and further development consideration will be given to building to a lower height and raising the defence height in a staged approach, say in year 50, to stay in line with climate change.			
Costs	Nil	13100 to 14800 Ek	15300 to 15800 Ek	18500 to 19500 Ek	19400 to 20200 Ek
Category	Description and quantification of impacts	Description and quantification of impacts	Description and quantification of impacts	Description and quantification of impacts	Description and quantification of impacts
Economic Impacts					
Properties	Residential and commercial properties at risk of flooding under a 1 in 200yr event.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties for the next 100 years.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties for the next 100 years.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties for the next 100 years.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties for the next 100 years.

Emergency Costs	Emergency costs will increase over the years due to the low SoP against flooding. Flood response and clear-up will increase.	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding. NR: By not using set back secondary defence, post event footpath maintenance and clean up costs avoided	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding. NR: By not using set back secondary defence, post event footpath maintenance and clean up costs avoided	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.
Infrastructure	Infrastructure will be at risk due to low SoP. Access to businesses and associated car parks will be limited in extreme events due to road being flooded.  Closure and disruption due to flooding will affect emergency services access across Flood Cell 4.	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Infrastructure will be protected as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.
Transport	Cycle and pedestrian access will be flooded more frequently. Key links in and out of city will be blocked by flooding.  Eastern road will become flooded more frequently and cause more road closures cutting of vital links in and out of city.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links including Eastern Road kept open within the 100 year life of scheme. Road closures prevented.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links including Eastern Road kept open within the 100 year life of scheme. Road closures prevented.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links including Eastern Road kept open within the 100 year life of scheme. Road closures prevented.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme. Key transport links including Eastern Road kept open within the 100 year life of scheme. Road closures prevented.
Agriculture	NA	NA.	NA.	NA.	NA.
Indirect effect on businesses	Businesses within Flood Cell 4 will be at risk of flooding and damage due to flood waters. Potential for access to businesses to be cut off.	Flood risk reduced to local businesses during 100 year life of scheme.	Flood risk reduced to local businesses during 100 year life of scheme.	Flood risk reduced to local businesses during 100 year life of scheme.	Flood risk reduced to local businesses during 100 year life of scheme.
<b>Environmental Impacts</b>					
Historic Environment	Flooding to a listed building and land along the frontage.	The Local Planning Authority has a duty to preserve and enhance the historic environment. The structure passes a listed building located between Eastern Road and the defences. The vertical defences would be in keeping with the area as they are similar in form to the existing defences.  Flood risk to the listed building would decrease.	The Local Planning Authority has a duty to preserve and enhance the historic environment. The structure passes a listed building located between Eastern Road and the defences. The vertical defences would be in keeping with the area as they are similar in form to the existing defences.  Flood risk to the listed building would decrease.	The Local Planning Authority has a duty to preserve and enhance the historic environment. The structure passes a listed building located between Eastern Road and the defences. The sloping defences would not be similar in form to the existing vertical defences but this would not be a detriment to the area.  Flood risk to the listed building would decrease.	The Local Planning Authority has a duty to preserve and enhance the historic environment. The structure passes a listed building located between Eastern Road and the defences. The sloping defences would not be similar in form to the existing vertical defences but this would not be a detriment to the area.  Flood risk to the listed building would decrease.
Landscape	Deterioration to landscape character as defences fail. Regular flooding causing deterioration to landscape and change of character.	The primary defence structure would be similar to the current structure so the impact of this would be minimal. However the higher defence height reducing seaward views from the footpath is generally perceived as a negative impact by the public and local sailing club.  As deterioration of the frontage will not occur at the same rate as in the do-nothing option this option has, on balance, a neutral impact.  PCC: Wall raising is not a preferred option  PCC/PCFP/EH/NE: Support for masonry walls based upon aesthetics.  PCC/PCFP: There are opportunities to raise the footpath level behind the wall	The primary defence structure would be similar to the current structure so the impact of this would be minimal. A locally set-back secondary defence is generally perceived as having a minimal impact by the public, although this would block views from the sailing club along the frontage and they have expressed concerns over this.  As deterioration of the frontage will not occur at the same rate as in the do-nothing option this option has, on balance, a neutral impact.  PCC: Wall raising is not a preferred option.  PCC/PCFP/EH/NE: Support for masonry walls based upon aesthetics	The primary defence structure would be sloped rather than vertical like the current structure. Feedback from the public indicates that the impact of this change would be positive. The existing footpath could be run along the rear of the new, higher defence.  However the higher defence height reducing seaward views from the footpath is generally perceived as a negative impact by the public and local sailing club.  As deterioration of the frontage will not occur at the same rate as in the do-nothing option this option has, on balance, a neutral impact.	The primary defence structure would be sloped rather than vertical like the current structure. A locally set-back secondary defence is generally perceived as having a minimal impact by the public, although this would block views from the sailing club along the frontage and they have expressed concerns over this.  As deterioration of the frontage will not occur at the same rate as in the do-nothing option this option has, on balance, a neutral impact.

Designated sites	Deterioration of designated sites as defences fail and potentially litter foreshore. Following failure of defence, there is an increase risk of contaminants leaching into designated sites.	<p>The encasement option would involve minor encroachment into environmentally designated areas (SSSI, SPA, SAC and Ramsar). However, this can be mitigated by the removal of defunct apron structures and Saltern's Quay, from within the SPA.</p> <p>Local retreat along southern sections of the frontage would provide an additional environmental gain.</p> <p>NE: Salterns Quay could be accepted as a potential habitat creation to provide mitigation for encroachment losses.</p> <p>NE: Preferred option under habitat regulations. An IROPI case would not be required where mitigation covers habitat losses within the designated sites.</p> <p>Vertical structure are in keeping with the existing structures and can reduce access to the foreshore / screen the flora and fauna from dogs, which is considered a benefit.</p>	<p>The encasement option would involve minor encroachment into environmentally designated areas (SSSI, SPA, SAC and Ramsar). However, this can be mitigated by the removal of defunct apron structures and Saltern's Quay, from within the SPA.</p> <p>Local retreat along southern sections of the frontage would provide an additional environmental gain.</p> <p>NE: Salterns Quay could be accepted as a potential habitat creation to provide mitigation for encroachment losses.</p> <p>NE: Preferred option under habitat regulations. An IROPI case would not be required where mitigation covers habitat losses within the designated sites.</p> <p>Vertical structure are in keeping with the existing structures and can reduce access to the foreshore / screen the flora and fauna from dogs, which is considered a benefit.</p>	<p>This option would involve encroachment into environmentally designated areas (SSSI, SPA, SAC and Ramsar). This could be compensated by the local retreat along southern sections of the frontage, however this would require an IROPI case to be made to demonstrate there is no alternative viable option that would prevent this need for compensation. This IROPI case would not be supported, as the vertical structure would not require compensation due to the identified mitigation.</p> <p>Some minor habitat enhancement could be incorporated into the face of the sloped defences. There is significant risk that this could introduce geomorphological changes to the foreshore due to the significant realignment of the defences.</p> <p>A sloped structure could also improve access to the foreshore, resulting in access and disturbance issues.</p> <p>NE: Salterns Quay could be considered as a potential area for habitat creation and provide mitigation for any proposed realignment along this frontage, but would not provide the quantity of mitigation required.</p>	<p>This option would involve encroachment into environmentally designated areas (SSSI, SPA, SAC and Ramsar). This could be compensated by the local retreat along southern sections of the frontage, however this would require an IROPI case to be made to demonstrate there is no alternative viable option that would prevent this need for compensation. This IROPI case would not be supported, as the vertical structure would not require compensation due to the identified mitigation.</p> <p>Some minor habitat enhancement could be incorporated into the face of the sloped defences. There is significant risk that this could introduce geomorphological changes to the foreshore due to the significant realignment of the defences.</p> <p>A sloped structure could also improve access to the foreshore, resulting in access and disturbance issues.</p> <p>NE: Salterns Quay could be considered as a potential area for habitat creation and provide mitigation for any proposed realignment along this frontage, but would not provide the quantity of mitigation required.</p>
Soils	Contaminated land would remain on-site.	Construction would potentially involve the removal of contaminated land (frontage 4b) and the need to refill with imported material. The overall impact is neutral.	Construction would potentially involve the removal of contaminated land (frontage 4b) and the need to refill with imported material. The overall impact is neutral.	Construction would potentially involve the removal of contaminated land (frontage 4b) and the need to refill with imported material. The overall impact is neutral.	Construction would potentially involve the removal of contaminated land (frontage 4b) and the need to refill with imported material. The overall impact is neutral.
Water	Potential for release of contaminated contained within the ground due to failed defences reducing quality of nearshore waters.	<p>During the construction there is the potential for the leaching of contaminants directly into sea. Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.</p> <p>The risk of significant release of contaminants and sediment during a failure of the defences will be significantly reduced.</p>	<p>During the construction there is the potential for the leaching of contaminants directly into sea. Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.</p> <p>The risk of significant release of contaminants and sediment during a failure of the defences will be significantly reduced.</p>	<p>During the construction there is the potential for the leaching of contaminants directly into sea. Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.</p> <p>The risk of significant release of contaminants and sediment during a failure of the defences will be significantly reduced.</p>	<p>During the construction there is the potential for the leaching of contaminants directly into sea. Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.</p> <p>The risk of significant release of contaminants and sediment during a failure of the defences will be significantly reduced.</p>
Flora / Fauna	No Impact	<p>Vertical primary defence would provide screening to birds on the open water from dogs/pedestrians. However, wall would also screen birds using adjacent woodland/field from the water.</p> <p>There is potential for localised disturbance of invertebrates present in the intertidal.</p> <p>Increasing the length of slipways to compensate for raising crest level may require compensatory habitat</p> <p>Reduced encroachment into harbour and least impact on habitat</p>	<p>Wall could screen birds using adjacent parkland/playing fields from open water. Creating an embankment on adjacent grassland could potentially impact on land being used by birds for nesting/resting/feeding. However embankments to be grassed and sloped to allow use by birds to continue.</p> <p>There is potential for localised disturbance of invertebrates present in the intertidal.</p>	<p>Some minor habitat enhancement could be incorporated into the face of the sloped defences. Creating an embankment on adjacent grassland could potentially impact on land being used by birds for nesting/resting/feeding. However embankments to be grassed and sloped to allow use by birds to continue.</p> <p>There is potential for localised disturbance of invertebrates present in the intertidal.</p> <p>ESCP: Potential impact on habitat as revetment could make access to the foreshore easier for dogs and public, thus disturbing feeding birds. Screening could be incorporated to reduce this impact</p>	<p>Some minor habitat enhancement could be incorporated into the face of the sloped defences. Creating an embankment on adjacent grassland could potentially impact on land being used by birds for nesting/resting/feeding. However embankments to be grassed and sloped to allow use by birds to continue.</p> <p>There is potential for localised disturbance of invertebrates present in the intertidal.</p> <p>ESCP: Potential impact on habitat as revetment could make access to the foreshore easier for dogs and public, thus disturbing feeding birds. Screening could be incorporated to reduce this impact</p>

<b>Construction</b>	No Impact	Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Footprint of works localised compared to other options.	Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Some offside disposal of materials may be required.	Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Some offside disposal of materials may be required.	Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation. Some offside disposal of materials may be required.
<b>Social Impacts</b>					
<b>Way of Life</b>	Loss of key recreation site and access route to and from the City and Mainland. Loss of visits to the city and reduction in tourism.	Flood risk fear significantly reduced. Hinterland protected and enhanced for use.	Flood risk fear significantly reduced.	Flood risk fear significantly reduced. Hinterland protected and enhanced for use.	Flood risk fear significantly reduced.
<b>Public perception</b>	Negative perception. Would be seen as nothing being done. 91% of the public who attended consultation events believe there is a need to reduce flood risk and 85% believe there is a need to improve flood defences.	Feedback from public consultation indicates this is not a preferred option. This option would reduce Langstone Harbour views and would disconnect the public from the harbour. Public feedback from consultation is that open space and views are important.  Steering group has given their support for this option.  PCC: In keeping with current structures.	Feedback from public consultation indicates this is an accepted option. Public feedback is that open space and sea / coastal views are important. This option would encourage connection to the harbour and would be aesthetically pleasing.	Feedback from public consultation indicates this is an accepted option. Public feedback is that open space and sea / coastal views are important. This option would encourage connection to the harbour and would be aesthetically pleasing.	Feedback from public consultation indicates this is an accepted option. Public feedback is that open space and sea / coastal views are important. This option would encourage connection to the harbour and would be aesthetically pleasing.
<b>Recreation</b>	Deterioration on playing fields due to increased flooding.	Overtopping/flooding landward of defence reduced. Recreation usage maintained, although areas to the rear of the defences are rarely used due to their proximity to Eastern Road.  ESCP: Slipways need to be considered in design as may steepen or higher flood gates required  LHB: Opportunity to increase slipway access and removal of boats	Overtopping/flooding landward of defence reduced. Recreation usage maintained, although areas to the rear of the defences are rarely used due to their proximity to Eastern Road. Footpath will become inundated for the locally set-back secondary flood defence option under extreme events. However, 77% of public who attended consultation events felt that this would not be a problem.  ESCP: Slipways need to be considered in design as may steepen or higher flood gates required  LHB: Opportunity to increase slipway access and removal of boats	Overtopping/flooding landward of defence reduced. Recreation usage maintained, although areas to the rear of the defences are rarely used due to their proximity to Eastern Road.  ESCP: Slipways need to be considered in design as may steepen or higher flood gates required  LHB: Opportunity to increase slipway access and removal of boats	Overtopping/flooding landward of defence reduced. Recreation usage maintained, although areas to the rear of the defences are rarely used due to their proximity to Eastern Road. Footpath will become inundated for the locally set-back secondary flood defence option under extreme events. However, 77% of public who attended consultation events felt that this would not be a problem.  ESCP: Slipways need to be considered in design as may steepen or higher flood gates required  LHB: Opportunity to increase slipway access and removal of boats
<b>Health and wellbeing</b>	Deterioration on playing fields due to increased flooding. Deterioration to cycle areas and loss of walking areas. Increases stress due to risk of property flooding.	The primary defence will consist of a higher vertical structure. There is a residual risk to the public from falls from height.  The risk of injury from overtopping will be reduced.	The primary defence will consist of a vertical structure. There is a residual risk to the public from falls from height although a handrail would be installed to reduce the risk from that experienced at present. This is a positive impact.  The risk of injury from overtopping will be reduced landward of the set back defence. The risk of injury from overtopping seaward of the set back defence remains unchanged.	The primary defence will consist of a sloping structure. There is a residual risk to the public from falls from height in comparison to that experienced at present. This is a positive impact.  The risk of injury from overtopping will be reduced.	The primary defence will consist of a sloping structure. There is a residual risk to the public from falls from height although the sloped structure reduces this risk in comparison to that experienced at present. This is a positive impact.  The risk of injury from overtopping will be reduced landward of the set back defence. The risk of injury from overtopping seaward of the set back defence remains unchanged.
<b>Community</b>	Deterioration of visual character will have negative impact on community. Loss of community due to regular flooding and erosion over 100 years.	Sailing club and activity centre protected from flooding to a 1 in 200 year standard of defence.  ESCP: Tudor Sailing Club and Watersports Centre concerns to be taken into consideration	Sailing club and activity centre protected from flooding to a 1 in 200 year standard of defence by the locally set back secondary defence.  ESCP: Tudor Sailing Club and Watersports Centre concerns to be taken into consideration	Sailing club and activity centre protected from flooding to a 1 in 200 year standard of defence.  ESCP: Tudor Sailing Club and Watersports Centre concerns to be taken into consideration	Sailing club and activity centre protected from flooding to a 1 in 200 year standard of defence by the locally set back secondary defence.  ESCP: Tudor Sailing Club and Watersports Centre concerns to be taken into consideration

Negative Impact
Neutral Impact
Positive Impact

Project Name	Southsea and North Portsea Island Frontages Outline Design		
Frontage	North Portsea Frontage 5bc		
Project Description	The current defences around North Portsea Island Flood Cell 4 are in poor condition and do not provide the required standard of protection identified within the		
Option	Baseline	Option A	Option C
Overview / Description	Do Nothing, hypothetical option, is not in line with Strategy recommendations.	Vertical Primary Defence	Sloping Primary Defence
Technical Issues	Would need to pull away from Shoreline Management Plan and Approved Strategy.	The existing rock revetment along part of the frontage will be removed as part of the works and replaced.	The existing rock revetment along part of the frontage will be removed and the material reused as part of the works.
Assumptions and Uncertainties	It is understood that Milton Common is formed from land fill and that the ground is therefore contaminated. This is then protected by a chalk bund that runs along the coastal edge and it is this that is becoming exposed from erosion. Further details of the potential contamination and dimensions of the chalk bund are unknown at this stage.	It is understood that Milton Common is formed from land fill and that the ground is therefore contaminated. This is then protected by a chalk bund that runs along the coastal edge and it is this that is becoming exposed from erosion.  Overtopping can be tolerated at Milton Common as land levels mean that property and roads are not at risk from flooding from an event up to 1 in 200 years., although areas of the common are.. The risk along this frontage is therefore from coastal erosion which this option provides a solution to.	It is understood that Milton Common is formed from land fill and that the ground is therefore contaminated. This is then protected by a chalk bund that runs along the coastal edge and it is this that is becoming exposed from erosion.  Overtopping can be tolerated at Milton Common as land levels mean that property and roads are not at risk from flooding from an event up to 1 in 200 years., although areas of the common are.. The risk along this frontage is therefore from coastal erosion which this option provides a solution to.
Approaches to Adaption		These options are based upon construction of the defence crest level to full height in year 0. Following selection of the preferred option and further development consideration will be given to building to a lower height and	
Costs	Nil	3800 to 4300 £k	2500 to 4700 £k
Category	Description and quantification of impacts	Description and quantification of impacts	Description and quantification of impacts
<b>Economic Impacts</b>			
Properties	Residential and commercial properties at risk of flooding under a 1 in 200yr event.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties for the next 100 years.	Delay to erosion by 100 years. Standard of defence against flood raised to a 1 in 200 year event for the next 100 years. No loss of properties with the 100 year life of scheme.
Emergency Costs	Emergency costs will increase over the years due to the low SoP against flooding. Flood response and clear-up will increase.	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.	Emergency costs will reduce significantly as the defences will have a 100 year life and provide a 1 in 200 year SoP against flooding.
Infrastructure	Limited infrastructure will be affected as the higher ground levels to the rear of the common will restrict flood waters. The coastal path along the common will eventually be lost through erosion.	Milton Common will be protected from erosion for the next 100 years.	Milton Common will be protected from erosion for the next 100 years.
Transport	Cycle and pedestrian access will be flooded more frequently and the coastal path along the common will eventually be lost through erosion.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years.
Agriculture	NA	NA.	NA.
Indirect effect on businesses	None	No change	No Change.
<b>Environmental Impacts</b>			
Historic Environment	None	EH: Ensure unclassified archaeological on foreshore is protected / recorded as necessary.	EH: Ensure unclassified archaeological on foreshore is protected / recorded as necessary.
Landscape	Deterioration to landscape character as defences fail. Regular flooding causing deterioration to landscape and change of character.	The primary defence structure would be different to the current rock structure that exists along this frontage. However, this would not significantly change the character of the area and is in keeping with seawalls to the south of the frontage.	The primary defence structure would be similar to the temporary rock revetment structure that covers most of the frontage so the impact of this would be minimal.  NE: Support for informal rock structure

<b>Designated sites</b>	Deterioration of designated sites as defences fail and potentially litter foreshore. Following failure of defence, there is an increase risk of contaminants leaching into designated sites.	If the toe of the new structure is landward of the existing revetment this option would not encroach into environmentally designated areas (SSSI, SAC, SPA, Ramsar).  ESCP: Milton Common is a Local Nature Reserve so landward development could have an impact on this locally important site.	This option would not encroach into environmentally designated areas (SSSI, SAC, SPA, Ramsar). Some minor habitat enhancement could be incorporated into the face of the sloped defences. The overall impact is positive.  ESCP: Milton Common is a Local Nature Reserve so landward development could have an impact on this locally important site.
<b>Soils</b>	Contaminated land would be dispersed into the harbour due to coastal erosion.	Construction would protect the currently eroding area of potentially contaminated ground to the rear.	Construction would protect the currently eroding area of potentially contaminated ground to the rear.
<b>Water</b>	Potential for release of contaminated contained within the ground due to failed defences reducing quality of nearshore waters.	Potential for the leaching of contaminants directly into sea.  Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.  However, coastline would be protected from erosion.	Potential for the leaching of contaminants directly into sea.  Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore.  However, coastline would be protected from erosion.
<b>Flora / Fauna</b>	Loss of areas of the common due to erosion, potentially including the three ponds.	The common would be protected from erosion.  There is potential for localised disturbance of invertebrates present in the intertidal zone.	Some minor habitat enhancement could be incorporated into the face of the sloped defences.  The common would be protected from erosion.  There is potential for localised disturbance of invertebrates present in the intertidal zone.  Any planting will be carefully considered as seeds will spread throughout protected harbour.
<b>Construction</b>	No Impact	Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation.  RHDHV/PCFP: Consider incorporating steps or using gabions in construction	Potential exposure of construction workers/site users to contaminated soil or water, during construction and during operation.  Steering Group support for this option  NE: Will support if structure is within existing footprint  SW: Waste water services currently run close to edge of Milton Common
<b>Social Impacts</b>			
<b>Way of Life</b>	Loss of key recreation site. Loss of visits to the city and reduction in tourism.	Flood risk fear significantly reduced. Further erosion of the coastal footpath will be halted.	Flood risk fear significantly reduced. Further erosion of the coastal footpath will be halted.
<b>Public perception</b>	Negative perception. Would be seen as nothing being done. 91% of the public who attended consultation events believe there is a need to reduce flood risk and 85% believe there is a need to improve flood defences.	Feedback from public consultation indicates this is a preferred option.	Feedback from public consultation indicates this is a preferred option.
<b>Recreation</b>	Deterioration to common due to erosion.	The works would protect the coastal footpath from further erosion. This is a well used and liked route for the public.  PCC: The is an opportunity to widen the footpath at southern end.	The works would protect the coastal footpath from further erosion. This is a well used and liked route for the public.  PCC: The is an opportunity to widen the footpath at southern end.

<p><b>Health and wellbeing</b></p>	<p>Deterioration of common due to erosion. Deterioration to cycle areas and loss of walking areas. Increases stress due to risk of property flooding.</p>	<p>The primary defence will consist of a vertical structure. There is a residual risk to the public from falls from height, although this would improve the currently eroding bank in places. This is a positive impact.</p>	<p>The primary defence will consist of a sloping structure. There is a residual risk to the public from falls from height although the sloped structure reduces this risk in comparison to that experienced at present. This is a positive impact.</p> <p>Potential H&amp;S risks with public climbing over rock structures</p>
<p><b>Community</b></p>	<p>Deterioration of visual character will have negative impact on community. Loss of community due to regular flooding and erosion over 100 years.</p>	<p>Milton Common is protected from erosion.</p>	<p>Milton Common is protected from erosion.</p>

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Negative Impact
Neutral Impact
Positive Impact

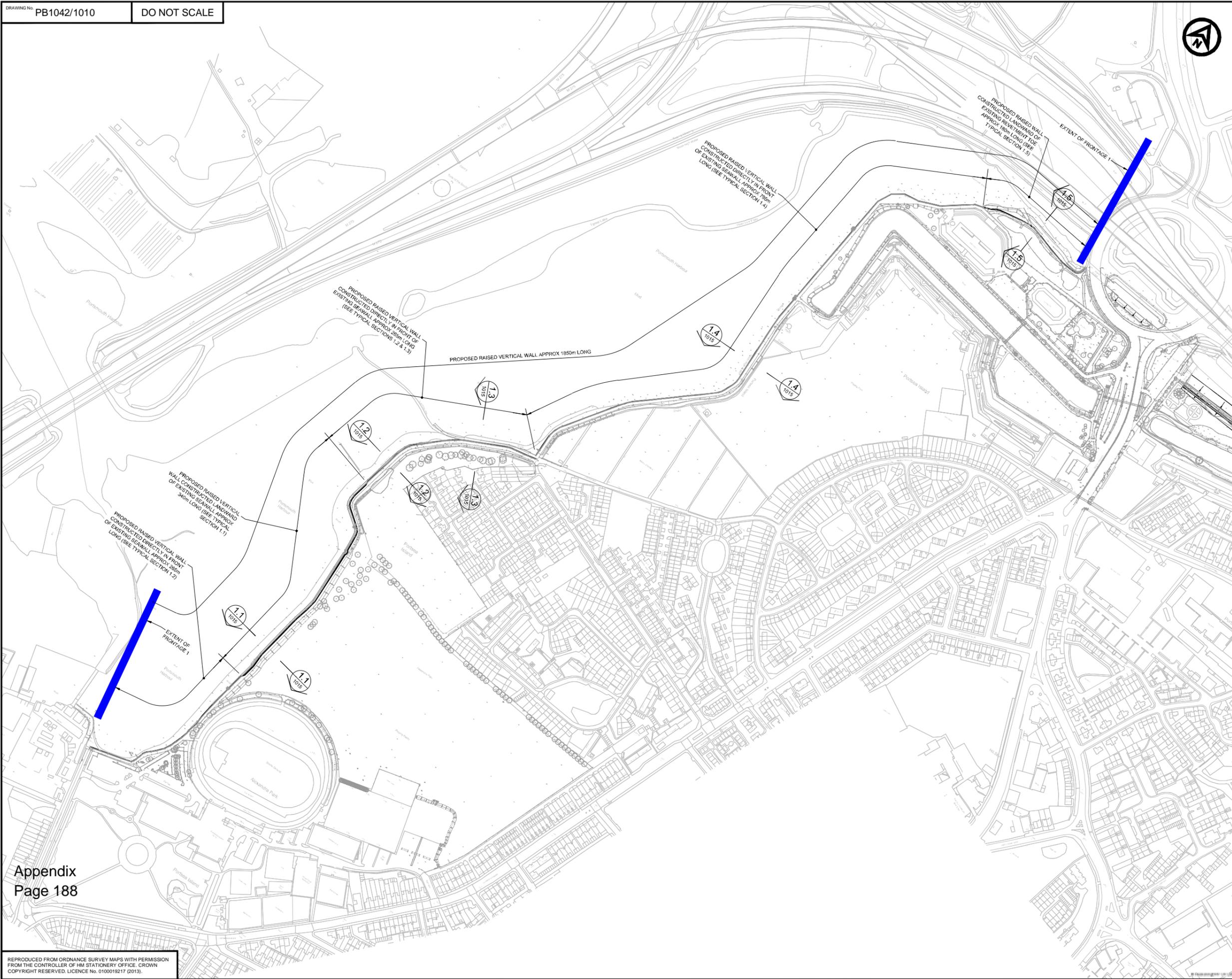
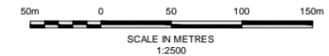
Project Name	Southsea and North Portsea Island Frontages Outline Design	
Frontage	North Portsea Frontage Tidal Barrier	
Project Description	The current defences around North Portsea Island Flood Cell 4 are in poor condition and do not provide the	
Option	Baseline	Option E
Overview / Description	Do Nothing, hypothetical option, is not in line with Strategy recommendations.	Tidal Barrier at M275 road bridge and A2030 road bridge. Tidal barrier would be operated during extreme events. Existing seawalls between barriers would be upgraded as they will be required to protect coastline from erosion on a day to day basis.
Technical Issues	Would need to pull away from Shoreline Management Plan and Approved Strategy.	The barrier would require regular maintenance. Failure of the barrier during operation could result in flooding, it is not a passive system.
Assumptions and Uncertainties	-	Existing seawalls between barriers would be upgraded as they will be required to protect coastline from erosion on a day to day basis. We have assumed a 20m barrier width at this stage. Current bridge openings are greater width, although it may be possible to further reduce the width.
Approaches to Adaption	-	These options are based upon construction of the defences in year 0.
Costs	Nil	45,000 £k + cost of enhancing existing erosion protection defences between the barriers.
Category	Description and quantification of impacts	Description and quantification of impacts
<b>Economic Impacts</b>		
Properties	Residential and commercial properties at risk of flooding under a 1 in 200yr event.	Delay to erosion by 100 years. Standard of defence against flooding raised to a 1 in 200 year event for the next 100 years when gate is in operation. No loss of properties with the 100 year life of scheme.
Emergency Costs	Emergency costs will increase over the years due to the low SoP against flooding	Emergency costs will reduce significantly as the defences will have a 100 year life.
Infrastructure	Infrastructure will not be protected due to low SoP	Impact on traffic and access onto Portsea Island along Bridge during construction. Infrastructure will be protected on the island following completion of the scheme.
Transport	Cycle and pedestrian access will be flooded more frequently. Key links in and out of city will be blocked by flooding.  Eastern road will become flooded more frequently and cause more road closures cutting of vital links in and out of city.	Cycle and pedestrian access will be improved along the length of the frontage for the next 100 years. Local roads protected within the 100 year life of scheme.
Agriculture	NA	NA.
Indirect effect on businesses	Businesses within Flood Cell 4 will be at risk of flooding and damage due to flood waters. Potential for access to businesses to be cut off.	Flood risk reduced to local businesses during 100 year life of scheme.
<b>Environmental Impacts</b>		
Historic Environment	Flooding to imported areas such as Hillsea Lines and listed buildings.	Bastions and surrounding heritage aspects would be protected from flooding to a 1:200yr SoP for the next 100 years.

<b>Landscape</b>	Deterioration to landscape character as defences fail. Regular flooding causing deterioration to landscape and change of character.	<p>The primary defence structure between the gates would be sloped rather than vertical like many of the current structures. Feedback from the public indicates that the impact of this change would be positive.</p> <p>The sloping primary defence structure would create a more uniform defence along this frontage and step away from the current adhoc situation.</p>
<b>Designated sites</b>	Deterioration of designated sites as defences fail and potentially litter foreshore. Following failure of defence, there is an increase risk of contaminants leaching into designated sites.	<p>Option would involve encroachment into environmentally designated areas. However, this would be compensated by the local retreat along Frontage 4 and 1. The overall impact is neutral. Some minor habitat enhancement could be incorporated into the face of the sloped defences. The overall impact is positive.</p> <p>Tidal Barrier would also cause loss of intertidal habitat.</p>
<b>Soils</b>	Contaminated land would remain on-site.	Construction would potentially involve the removal of contaminated land (frontage 1a) and the need to refill with imported material. The overall impact is neutral.
<b>Water</b>	Potential for release of contaminated contained within the ground due to failed defences reducing quality of nearshore waters.	<p>Potential for the leaching of contaminants directly into sea.</p> <p>Potential to temporarily increase suspended sediment load as a consequence of mobilised sediment on foreshore. However the scheme will halt erosion for the next 100 years.</p>
<b>Flora / Fauna</b>	-	<p>There is potential for localised disturbance of invertebrates present in the intertidal. There would be no screening to birds on the open water from dogs/pedestrians.</p> <p>Potential for direct impacts to intertidal area.</p>
<b>Social Impacts</b>		
<b>Way of Life</b>	Loss of key recreation site and access route to and from the City and Mainland. Loss of visits to the city and reduction in tourism.	Flood risk fear significantly reduced.
<b>Public perception</b>	Negative perception. Would be seen as nothing being done. 91% of the public who attended consultation events believe there is a need to reduce flood risk and 85% believe there is a need to improve flood defences.	Feedback from public consultation indicates this is not a preferred option.
<b>Recreation</b>	Deterioration on playing fields due to increased flooding.	Recreation areas would be protected from flooding.
<b>Health and wellbeing</b>	Deterioration on playing fields and amenity areas due to increased flooding. Deterioration to cycle areas and loss of walking areas. Increases stress due to risk of property flooding.	The primary defence will consist of a sloping structure. There is a residual risk to the public from falls from height although the sloped structure reduces this risk in comparison to that experienced at present. This is a positive impact.
		The risk of injury from overtopping will be reduced when the tidal barrier is in operation.
<b>Community</b>	Deterioration of visual character will have negative impact on community. Loss of community due to regular flooding and erosion over 100 years.	Flood risk reduced so community would remain largely at present.

# Appendix H:

## Outline Design Drawings

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**NOT FOR CONSTRUCTION**

REV	DATE	DESCRIPTION	BY	CHK	APP
D1	30.06.14	FOR COMMENT	AK	TG	APL

CLIENT/PARTNERSHIP



PROJECT  
**SOUTHSEA AND NORTH PORTSEA ISLAND FRONTAGES OUTLINE DESIGN**

TITLE  
**NORTH PORTSEA ISLAND FRONTAGE 1 GENERAL ARRANGEMENT**



DRAWN	CHECKED	APPROVED
A.I.K		
DATE	SCALE	REF.
Jun. 2014	AT A1 1:2500	PB1042-1010.dwg

DRAWING No.	REVISION
PB1042/1010	D1



- NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
  2. ALL LEVELS ARE IN METRES, RELATIVE TO ORDNANCE DATUM NEWLYN, UNLESS NOTED OTHERWISE.

NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION	BY	CHK	APP
D1	30.06.14	FOR COMMENT	AK	TG	APL

REVISIONS

CLIENT/PARTNERSHIP



PROJECT

SOUTHSEA AND NORTH PORTSEA ISLAND FRONTAGES OUTLINE DESIGN

TITLE

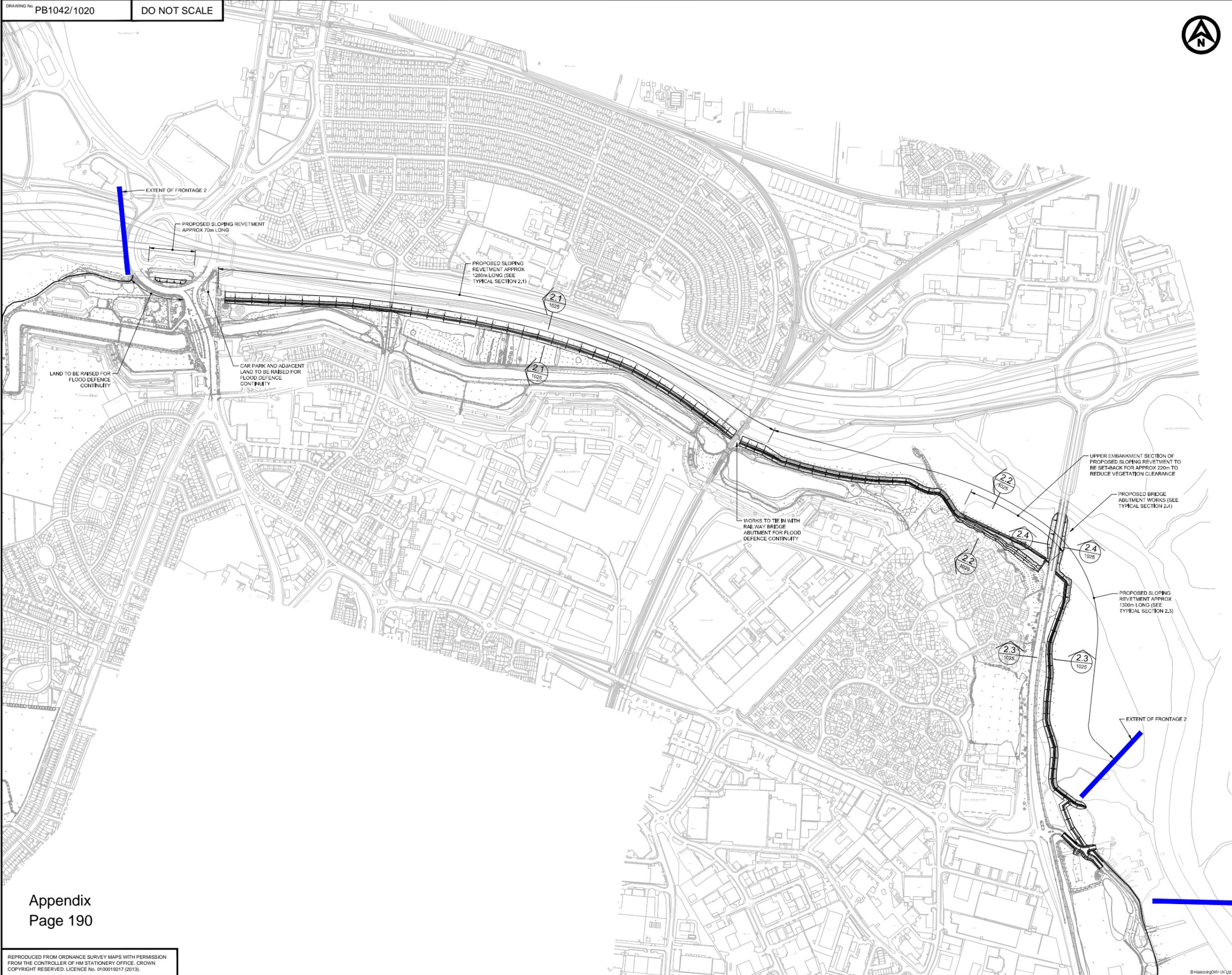
NORTH PORTSEA ISLAND FRONTAGE 1 SECTIONS



DRAWN	A.I.K	CHECKED	APPROVED
DATE	Jun. 2014	SCALE	AT A1 1:100
DRAWING No.	PB1042/1015		REVISION
			D1



NOTES



**NOT FOR CONSTRUCTION**

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D3	05.05.14	MINOR AMENDMENTS	AIK	APL	APL
D2	05.05.14	MINOR AMENDMENTS	AIK	TG	APL
D1	05.05.14	FOR COMMENT	AIK	PS	APL

REVISIONS

CLIENT/PARTNERSHIP

PROJECT

**SOUTHSEA AND NORTH PORTSEA ISLAND FRONTAGES OUTLINE DESIGN**

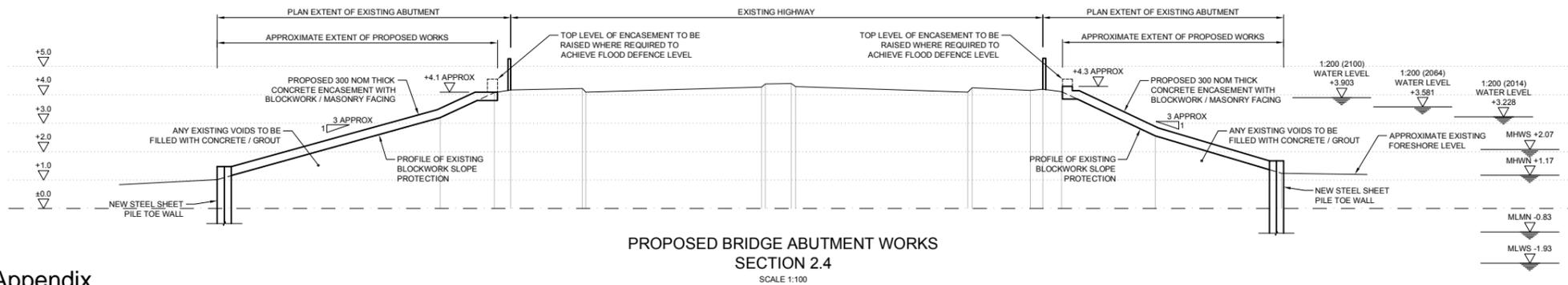
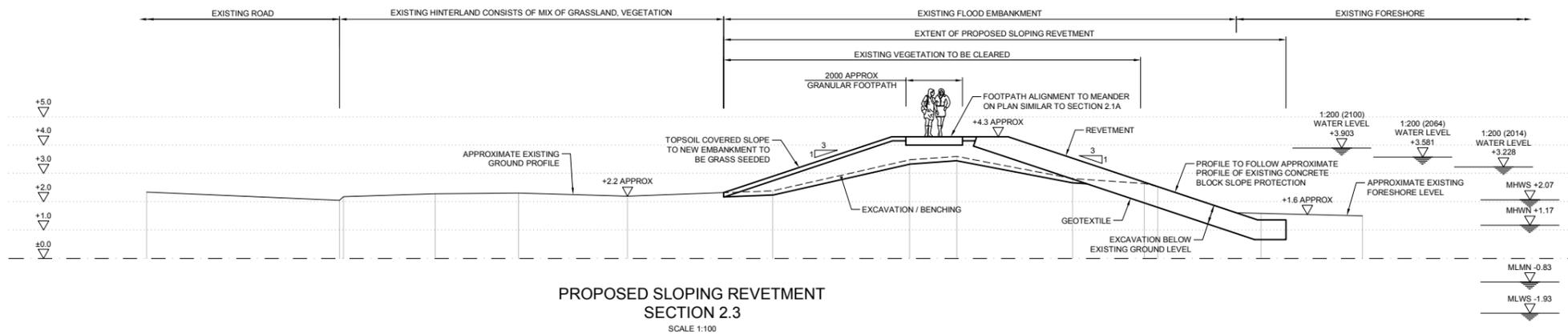
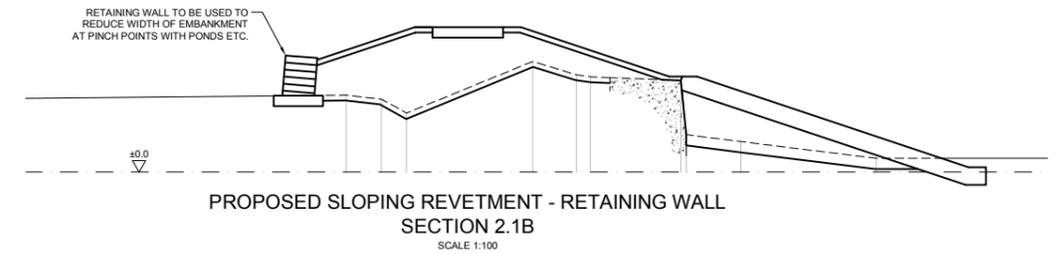
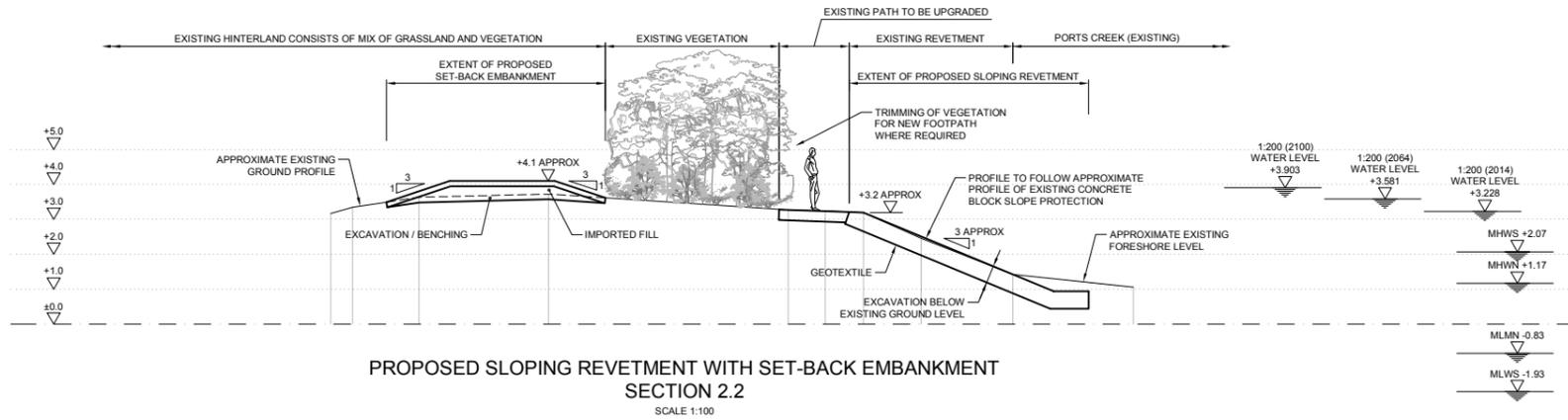
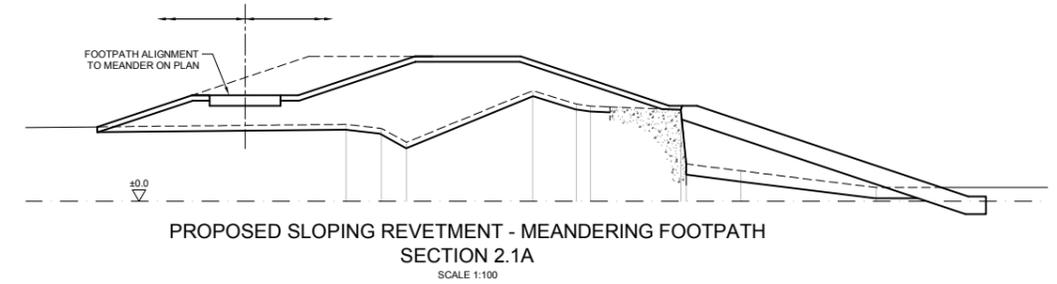
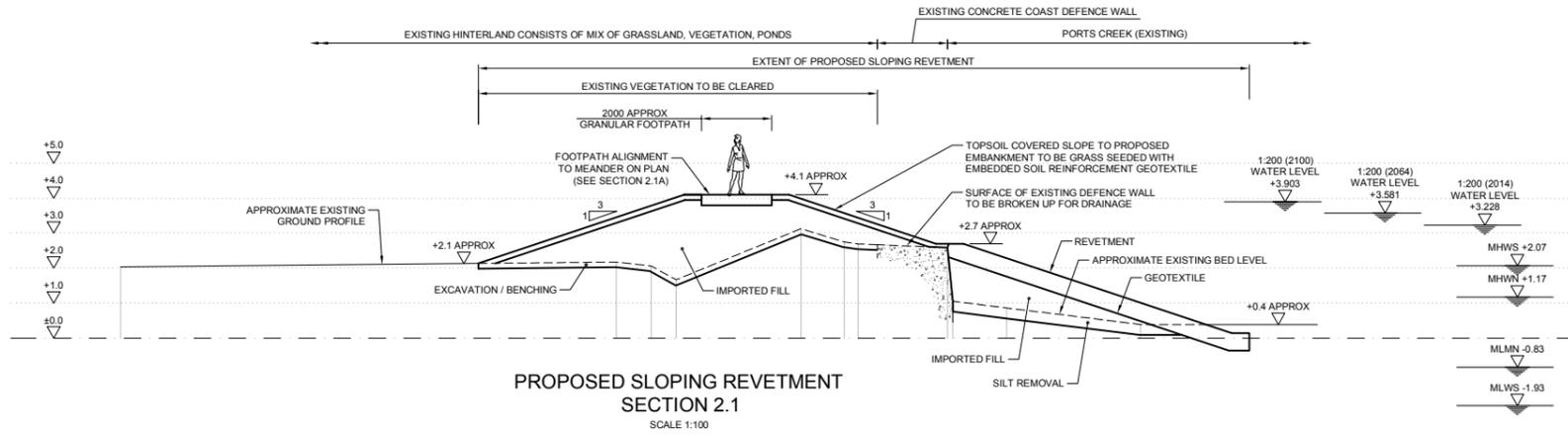
TITLE

**NORTH PORTSEA ISLAND FRONTAGE 2 GENERAL ARRANGEMENT**

Burns House, Havant Road, Haywards Heath, RH16 1PG, Tel: +44(0)1444 455551, Email: info.haywards@rh.com, Website: www.royalhaskoningdhv.com

DRAWN	A.I.K.	CHECKED	PS	APPROVED	APL
DATE	May 2014	SCALE	AT A1 1:4000	REF.	PB1042-1020.dwg
DRAWING No.	PB1042/1020				REVISION
					D3

- NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
  2. ALL LEVELS ARE IN METRES, RELATIVE TO ORDINANCE DATUM NEWLYN, UNLESS NOTED OTHERWISE.
  3. SLOPE GRADIENTS SHOWN OF PROPOSED STRUCTURES IS APPROXIMATE.
  4. TIDE LEVELS SHOWN (MHWS ETC.) ARE FOR 2014.



**NOT FOR CONSTRUCTION**

REV	DATE	DESCRIPTION	BY	CHK	APP
D3	25/05/14	SECTIONS 2.1 AND 2.2 AMENDED	AJK	APL	APL
D2	08/05/14	MINOR AMENDMENTS	AJK	RG	APL
D1	08/05/14	FOR COMMENT	AJK	PS	APL

REVISIONS

CLIENT/PARTNERSHIP



PROJECT

SOUTHSEA AND NORTH PORTSEA ISLAND FRONTAGES OUTLINE DESIGN

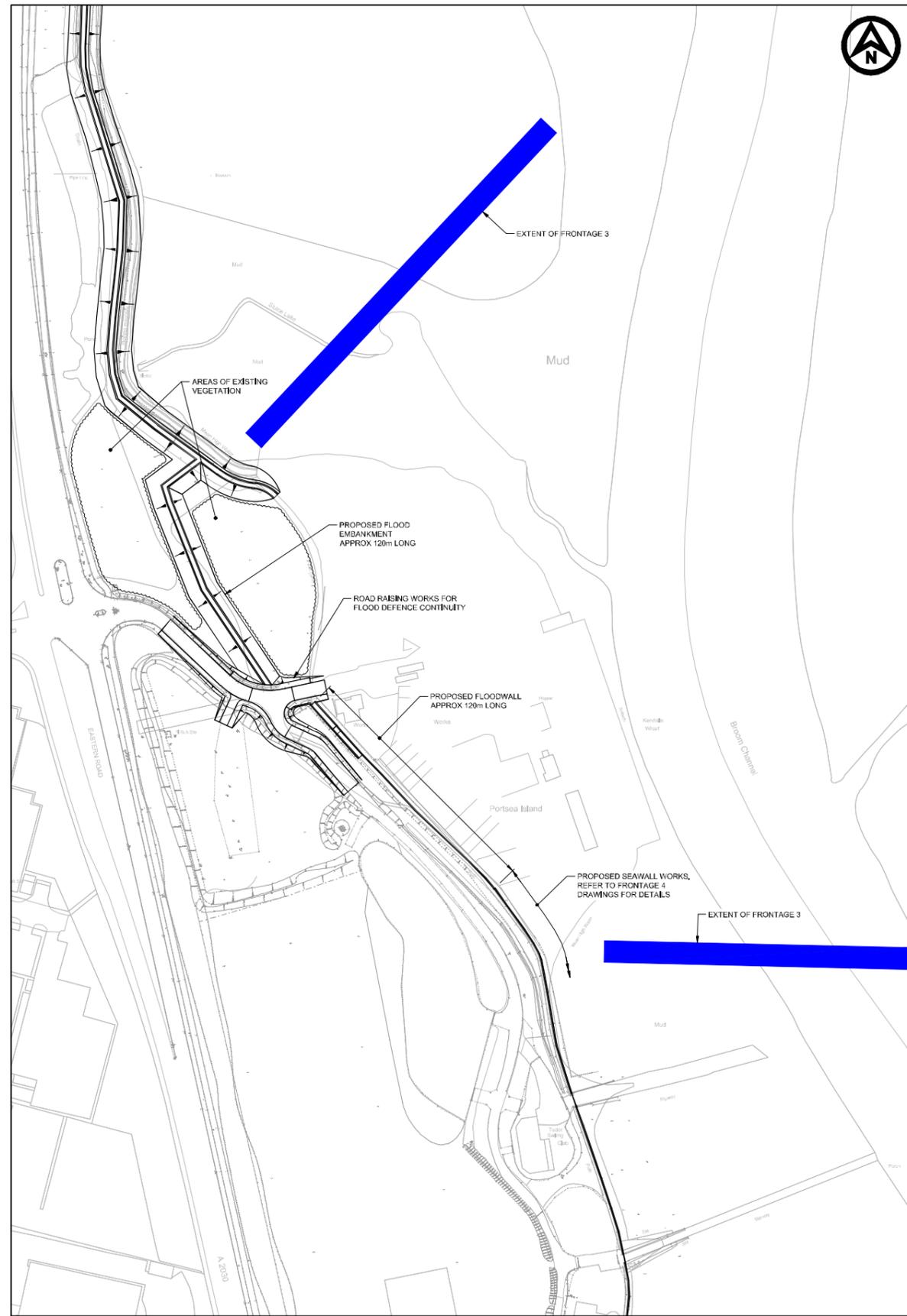
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NORTH PORTSEA ISLAND FRONTAGE 2 SECTIONS

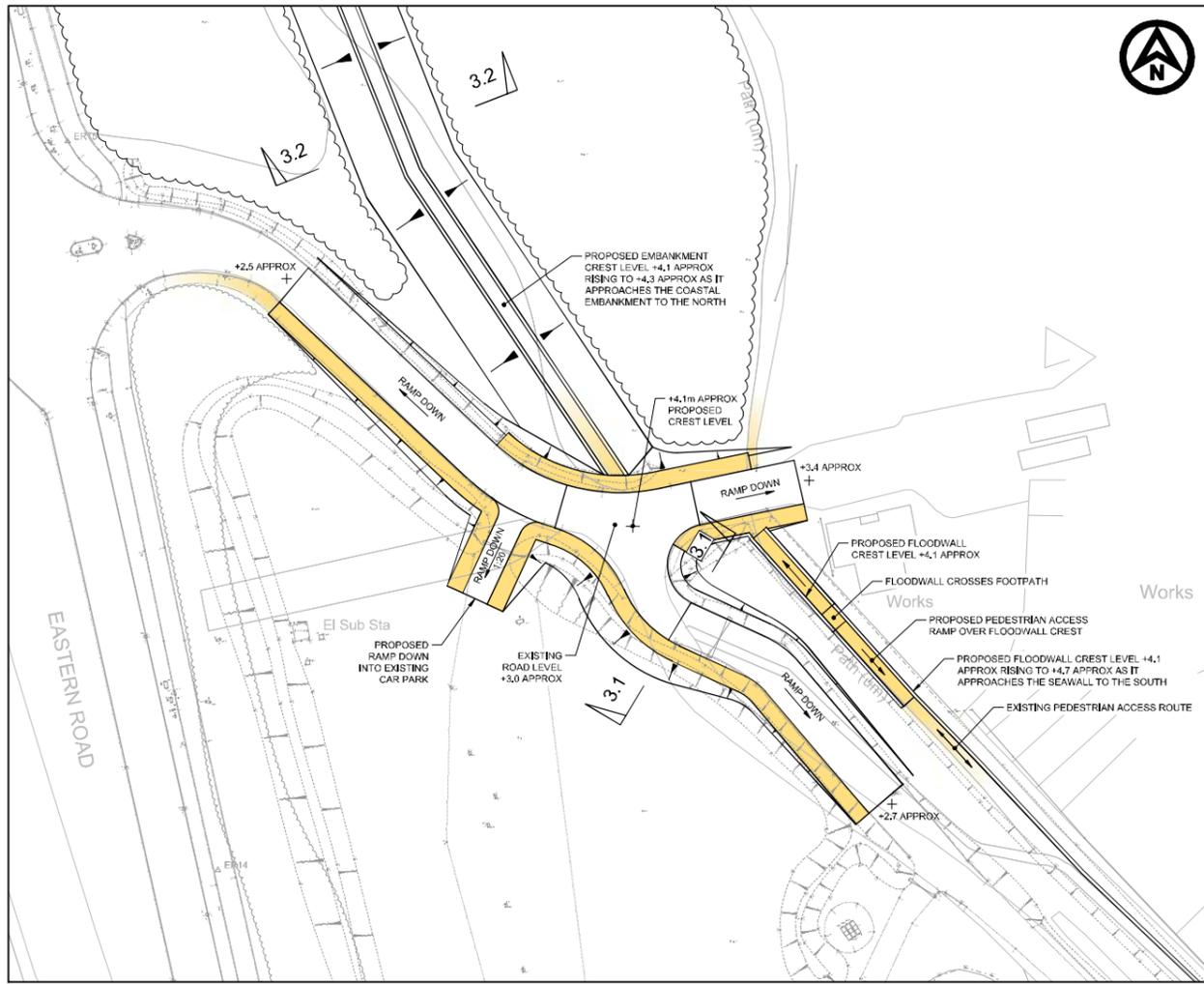


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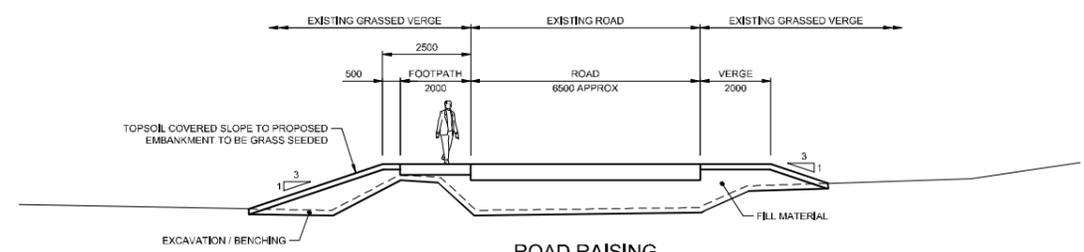
DRAWING No.	REVISION
PB1042/1025	D3



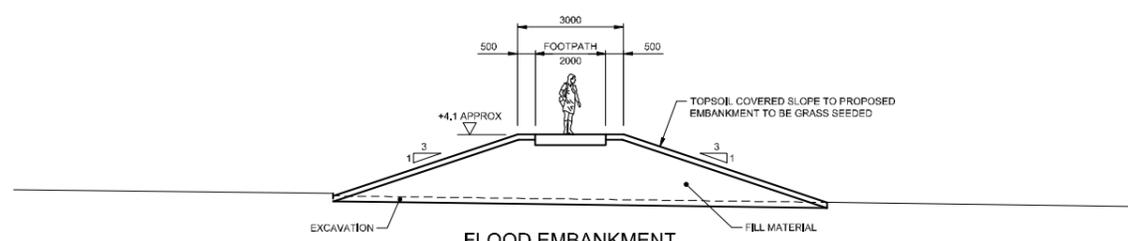
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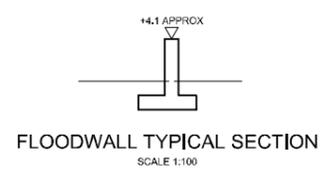
SITE PLAN  
SCALE 1:250



ROAD RAISING SECTION 3.1  
SCALE 1:100



FLOOD EMBANKMENT SECTION 3.2  
SCALE 1:100



FLOODWALL TYPICAL SECTION  
SCALE 1:100

- NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
  2. ALL LEVELS ARE IN METRES, RELATIVE TO ORDNANCE DATUM NEWLYN, UNLESS NOTED OTHERWISE.
  3. SLOPE GRADIENTS SHOWN OF PROPOSED STRUCTURES IS APPROXIMATE.
  4. TIDE LEVELS SHOWN (MHWS ETC.) ARE FOR 2014.

KEY:  
FOOTPATH

**NOT FOR CONSTRUCTION**

REV	DATE	DESCRIPTION	BY	CHK	APP
D2	08.06.14	MINOR AMENDMENTS	AK	TG	APL
D1	08.06.14	FOR COMMENT	AK	PS	APL

REVISIONS

CLIENT/PARTNERSHIP



PROJECT

SOUTHSEA AND NORTH PORTSEA ISLAND FRONTAGES OUTLINE DESIGN

TITLE

NORTH PORTSEA ISLAND FRONTAGE 3 GENERAL ARRANGEMENT



**Royal HaskoningDHV**  
Enhancing Society Together

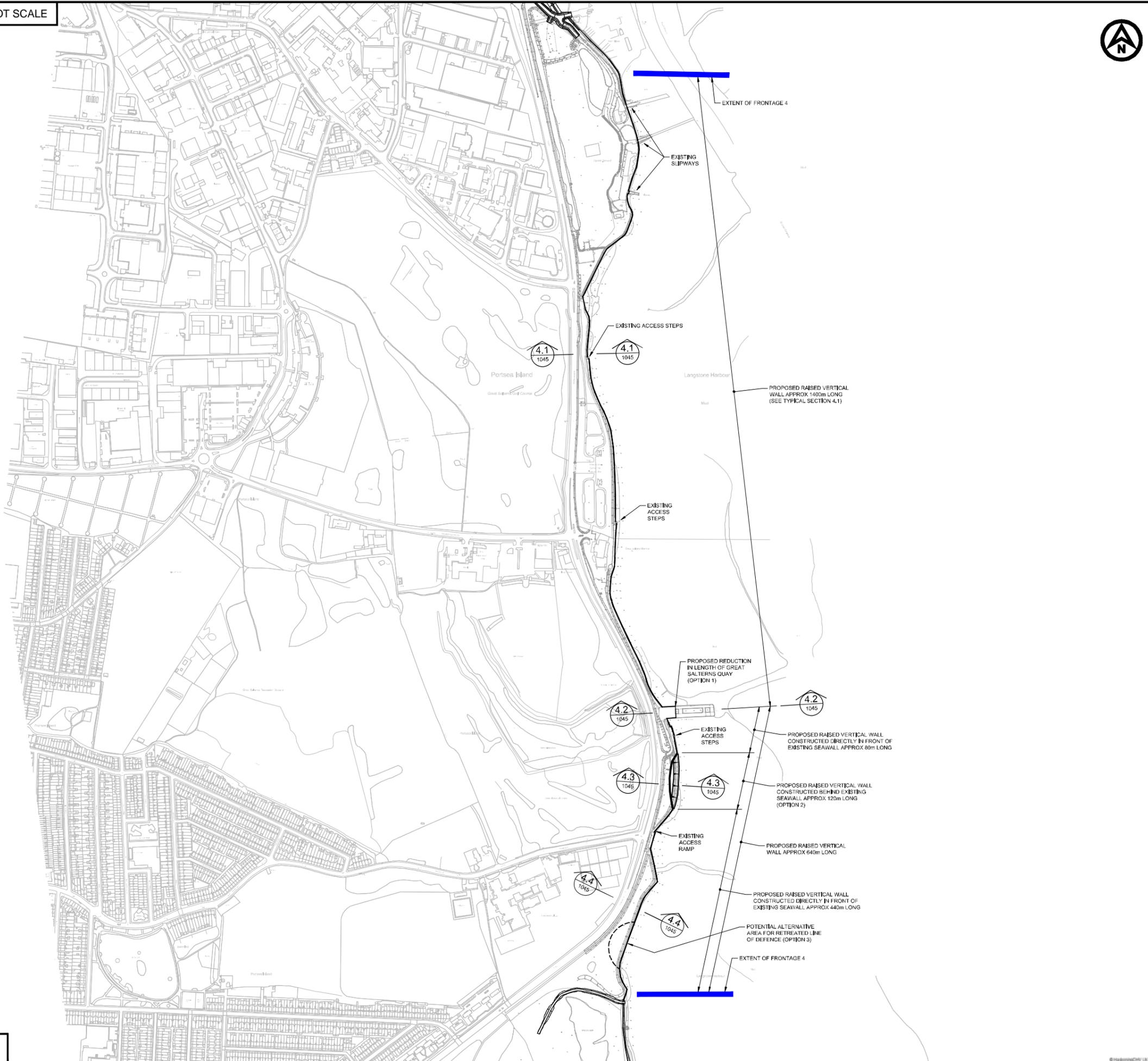
DRAWN	CHECKED	APPROVED
A.I.K	PS	APL

DATE	SCALE	REF.
May 2014	AT A1 AS SHOWN	PB1042-1030.dwg

DRAWING No.	REVISION
PB1042/1030	D2



NOTES



NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION	BY	CHK	APP
D2	08.05.14	MINOR AMENDMENTS	AK	TG	APL
D1	13.05.14	FOR COMMENT	AK	PS	APL

REVISIONS

CLIENT/PARTNERSHIP



PROJECT

**SOUTHSEA AND NORTH PORTSEA ISLAND FRONTAGES OUTLINE DESIGN**

TITLE

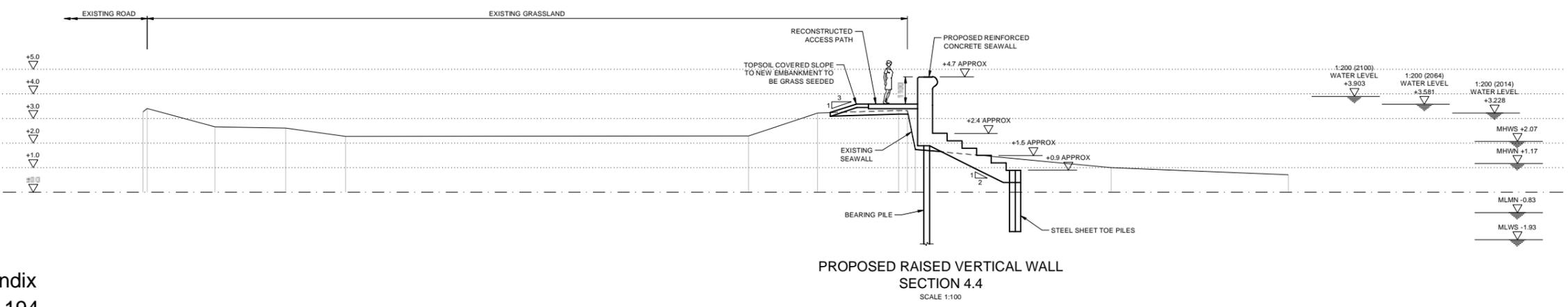
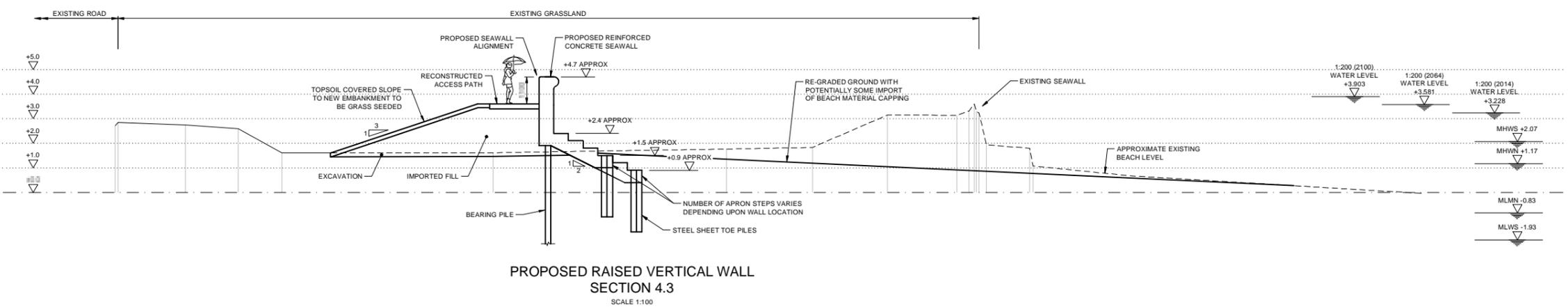
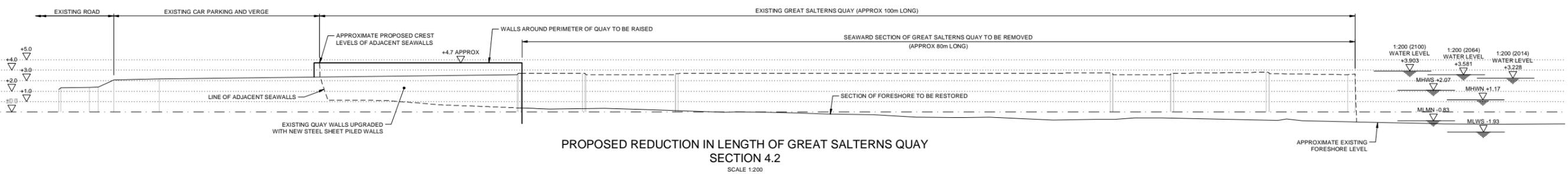
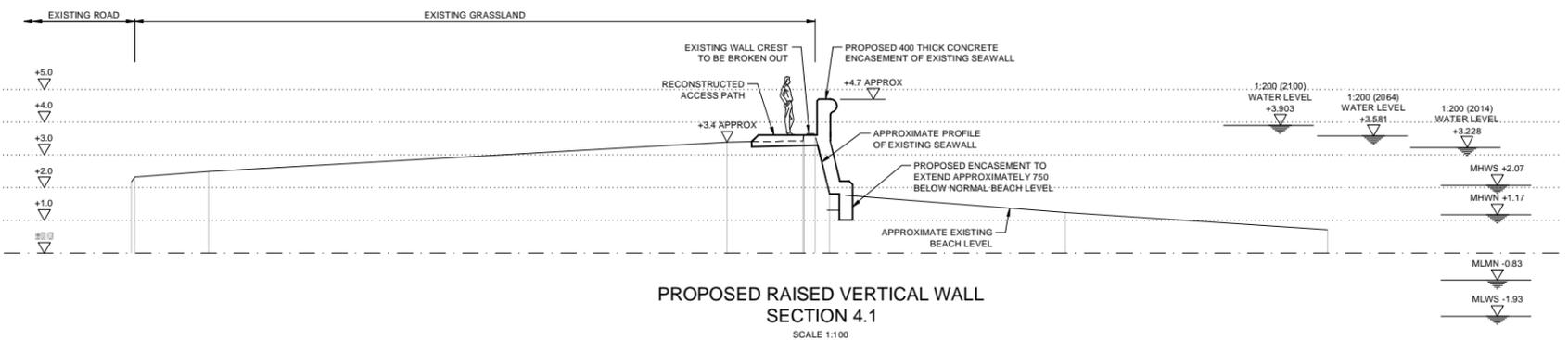
**NORTH PORTSEA ISLAND FRONTAGE 4 GENERAL ARRANGEMENT**



DRAWN	AJK	CHECKED	PS	APPROVED	APL
DATE	May 2014	SCALE	AT A1 1:4000	REF.	PB1042-1040.dwg

DRAWING No.	PB1042/1040	REVISION	D2
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- NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
  2. ALL LEVELS ARE IN METRES, RELATIVE TO ORDNANCE DATUM NEWLYN, UNLESS NOTED OTHERWISE.
  3. SLOPE GRADIENTS SHOWN OF PROPOSED STRUCTURES IS APPROXIMATE.
  4. TIDE LEVELS SHOWN (MHWS ETC.) ARE FOR 2014.



**NOT FOR CONSTRUCTION**

REV	DATE	DESCRIPTION	BY	CHK	APP
D2	08.06.14	MINOR AMENDMENTS	AK	TG	APL
D1	13.05.14	FOR COMMENT	AK	PS	APL

**REVISIONS**

**CLIENT/PARTNERSHIP**



**PROJECT**

**SOUTHSEA AND NORTH PORTSEA ISLAND FRONTAGES OUTLINE DESIGN**

**TITLE**

**NORTH PORTSEA ISLAND FRONTAGE 4 SECTIONS**



**Royal HaskoningDHV**  
Enhancing Society Together

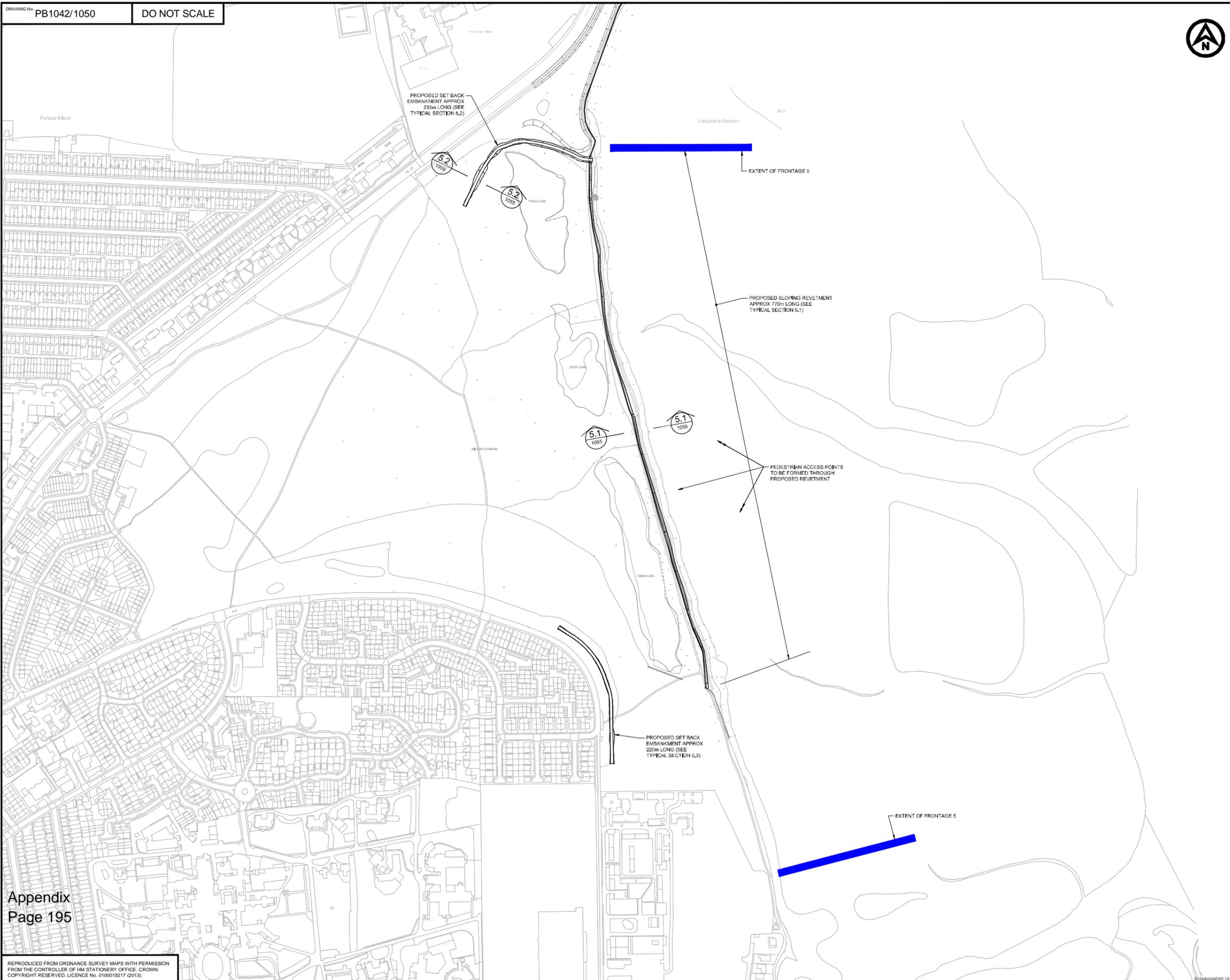
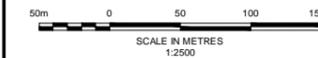
DRAWN	CHECKED	APPROVED
A.I.K	PS	APL

DATE	SCALE	REF.
May 2014	AT A1 AS SHOWN	PB1042-1045.dwg

DRAWING No.	REVISION
PB1042/1045	D2



NOTES



**NOT FOR CONSTRUCTION**

REV	DATE	DESCRIPTION	BY	CHK	APP
D2	09.05.14	MINOR AMENDMENTS	AK	TG	APL
D1	09.05.14	FOR COMMENT	AK	PS	APL

REVISIONS

CLIENT/PARTNERSHIP



PROJECT

**SOUTHSEA AND NORTH PORTSEA ISLAND FRONTAGES OUTLINE DESIGN**

TITLE

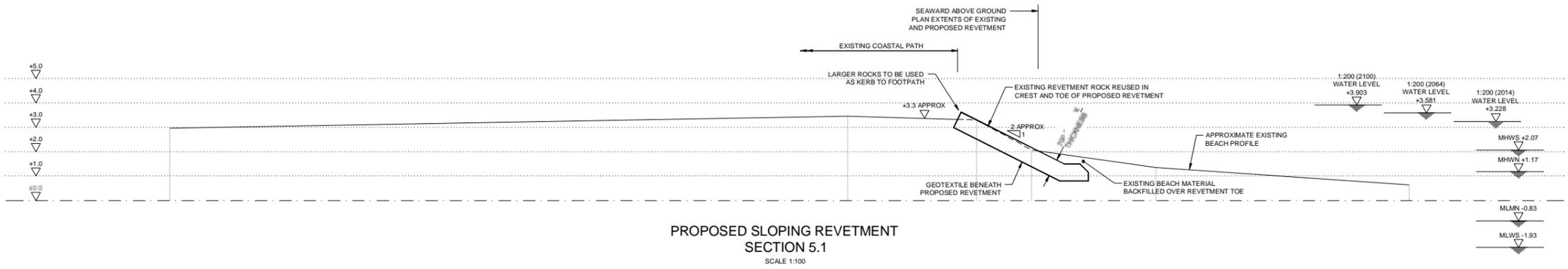
**NORTH PORTSEA ISLAND FRONTAGE 5 GENERAL ARRANGEMENT**

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A.I.K	PS	APL

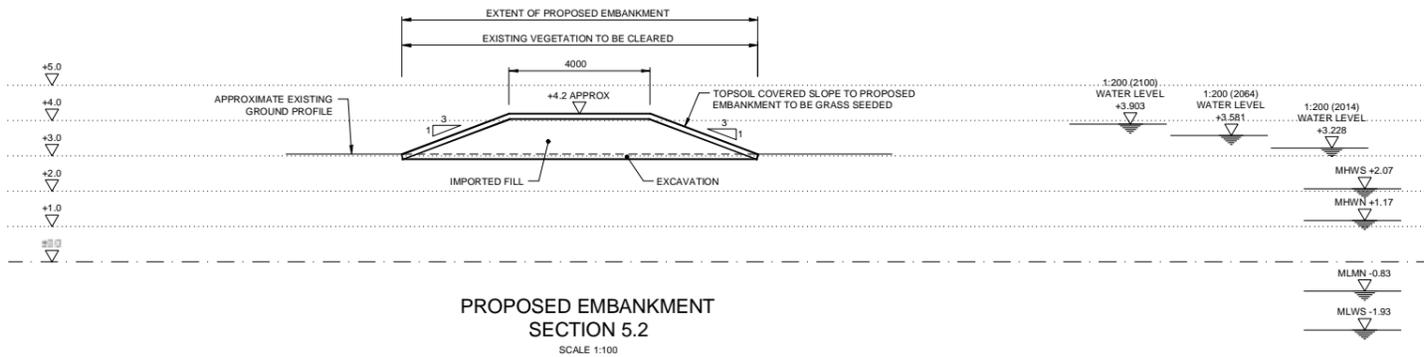
DATE	SCALE	REF.
May 2014	AT A1 1:2500	PB1042-1050.dwg

DRAWING No.	REVISION
PB1042/1050	D2

- NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
  2. ALL LEVELS ARE IN METRES, RELATIVE TO ORDNANCE DATUM NEWLYN, UNLESS NOTED OTHERWISE.
  3. SLOPE GRADIENTS SHOWN OF PROPOSED STRUCTURES IS APPROXIMATE.
  4. TIDE LEVELS SHOWN (MHWS ETC.) ARE FOR 2014.



PROPOSED SLOPING REVETMENT SECTION 5.1  
SCALE 1:100



PROPOSED EMBANKMENT SECTION 5.2  
SCALE 1:100

NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION	BY	CHK	APP
D2	08.06.14	MINOR AMENDMENTS	AK	TG	APL
D1	08.06.14	FOR COMMENT	AK	PS	APL

REVISIONS

CLIENT/PARTNERSHIP



PROJECT  
SOUTHSEA AND NORTH PORTSEA ISLAND FRONTAGES OUTLINE DESIGN

TITLE  
NORTH PORTSEA ISLAND FRONTAGE 5 SECTIONS



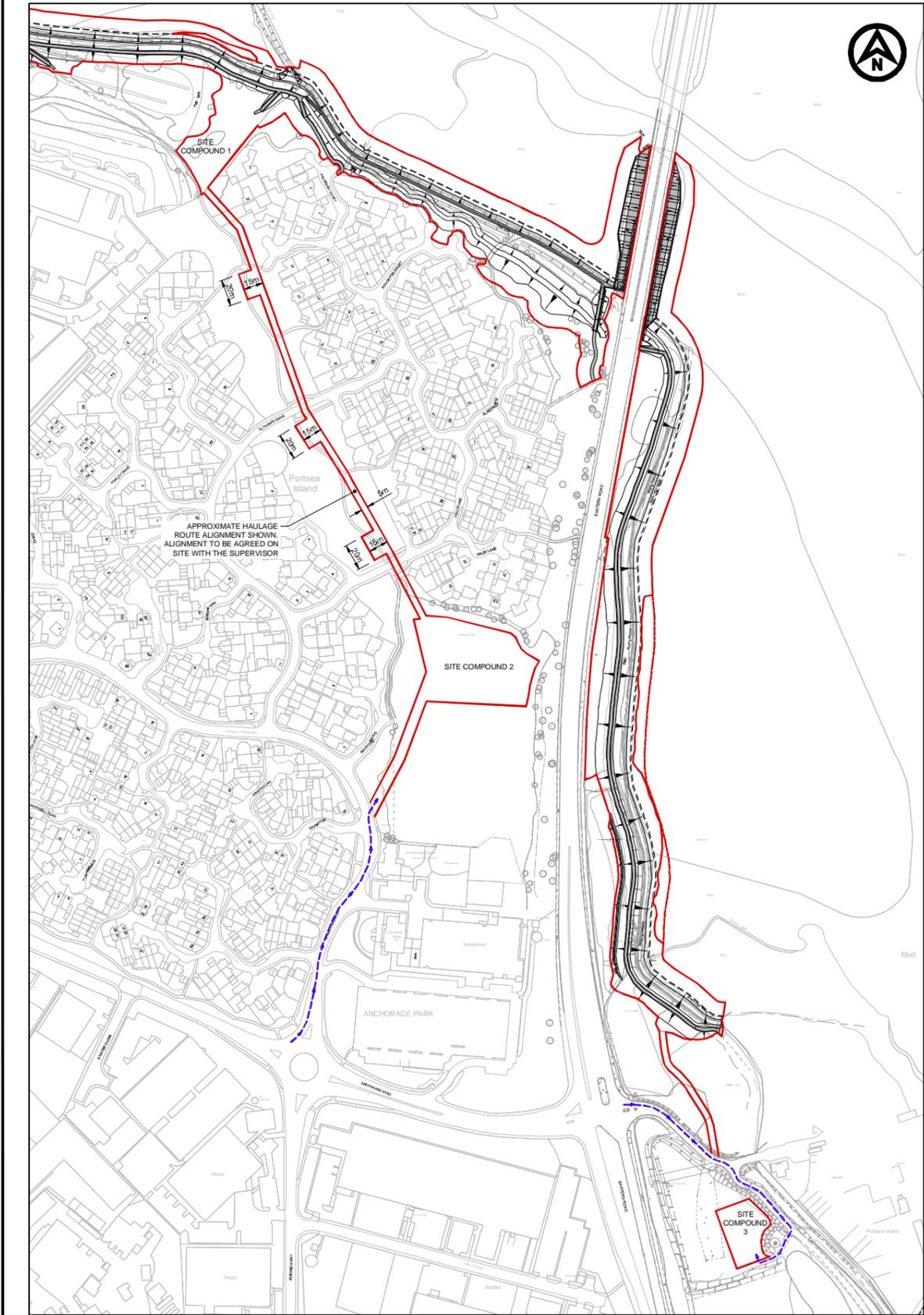
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DATE	May 2014	SCALE	AT A1 1:100	REF.	PB1042-1055.dwg
DRAWING No.	PB1042/1055				REVISION
					D2

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# Appendix I:

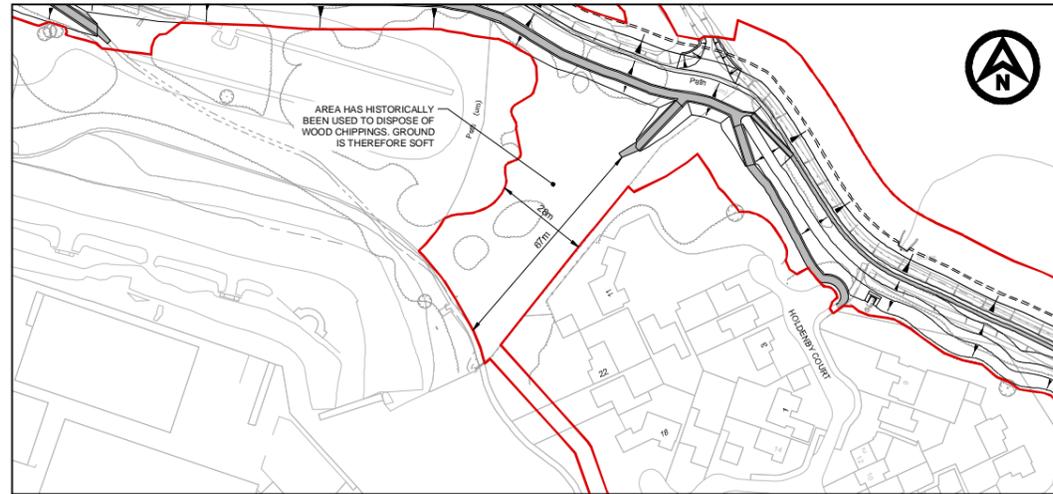
## Detailed Design Drawings: Phase 1 (Anchorage Park)

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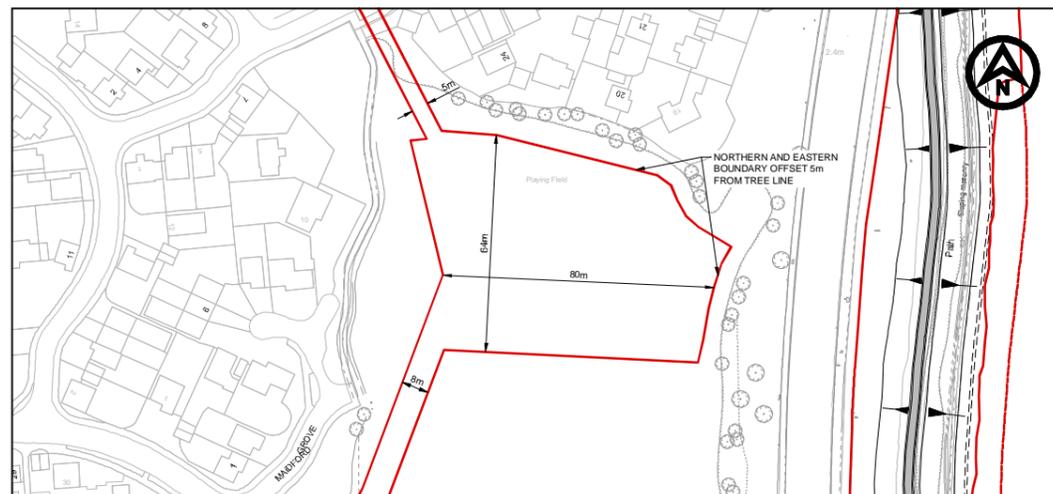


HAULAGE ROUTE  
SCALE 1:2000

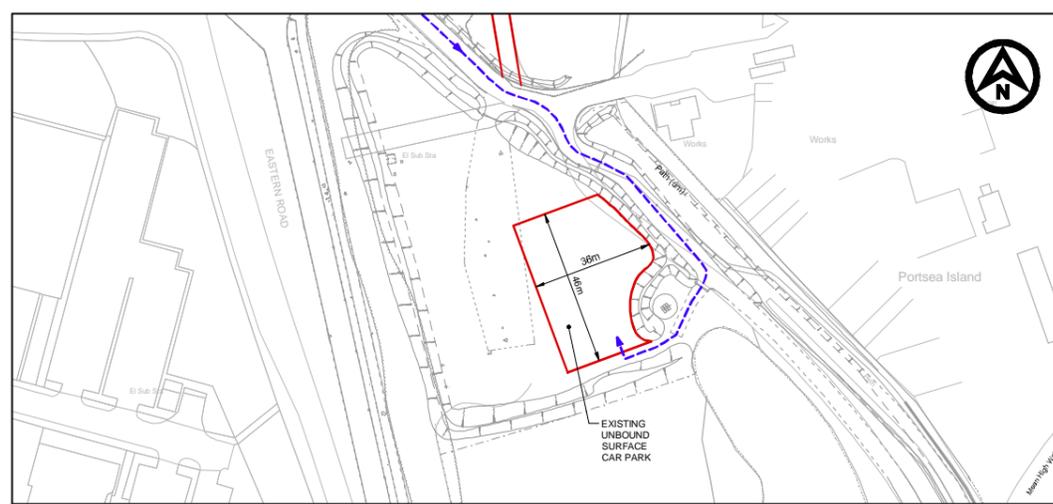
SCALE IN METRES  
1:2000



SITE COMPOUND 1  
SCALE 1:1000



SITE COMPOUND 2  
SCALE 1:1000



SITE COMPOUND 3  
SCALE 1:1000

SCALE IN METRES  
1:1000

- NOTES**
1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
  2. ALL LEVELS ARE IN METRES, RELATIVE TO ORDNANCE DATUM NEWLYN, UNLESS NOTED OTHERWISE.
  3. ALL SITE COMPOUND LOCATIONS ARE APPROXIMATE AND SHALL BE AGREED ON SITE WITH THE SITE SUPERVISOR.
  4. ALL WORKING AREAS INCLUDING SITE COMPOUNDS SHALL BE REINSTATED UPON COMPLETION TO A CONDITION AT LEAST EQUAL TO THAT FOUND AT THE START OF THE WORKS. REFER TO THE WORKS INFORMATION DOCUMENT FOR FURTHER INFORMATION RELATING TO REINSTATEMENT OF THE SPORTS FIELD AT SITE COMPOUND 2.

- KEY**
- SITE BOUNDARY
  - - - APPROVED ACCESS ROUTE

**SAFETY, HEALTH AND ENVIRONMENT INFORMATION**

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

<b>CONSTRUCTION</b>	<ul style="list-style-type: none"> <li>• SITE SECURITY (URBAN AREA)</li> <li>• HAUL ROUTES CROSS PUBLIC HIGHWAY.</li> </ul>
<b>MAINTENANCE/CLEANING/OPERATION</b>	<ul style="list-style-type: none"> <li>• NONE</li> </ul>
<b>DECOMMISSIONING/DEMOLITION</b>	<ul style="list-style-type: none"> <li>• NONE</li> </ul>

A	13/04/15	FOR CONSTRUCTION	BJR	AP	AP
T1	18/12/14	TENDER ISSUE	AKK	RWW	APL
REV	DATE	DESCRIPTION	BY	CHK	APP

CLIENT/PARTNERSHIP

**PROJECT**

NORTH PORTSEA ISLAND  
(PHASE 1) COASTAL FLOOD  
AND EROSION RISK  
MANAGEMENT SCHEME

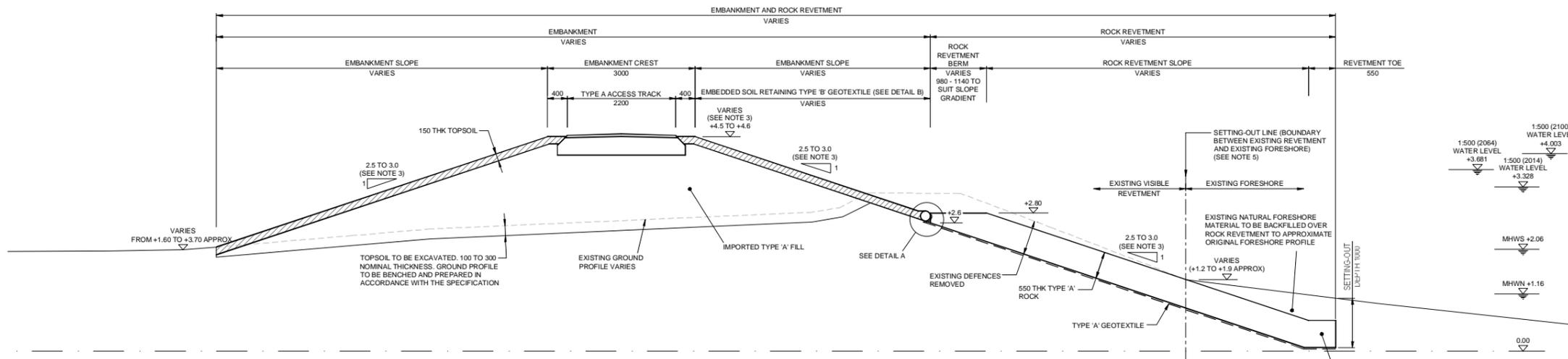
**TITLE**

SITE BOUNDARY PLAN  
SHEET 6 OF 6

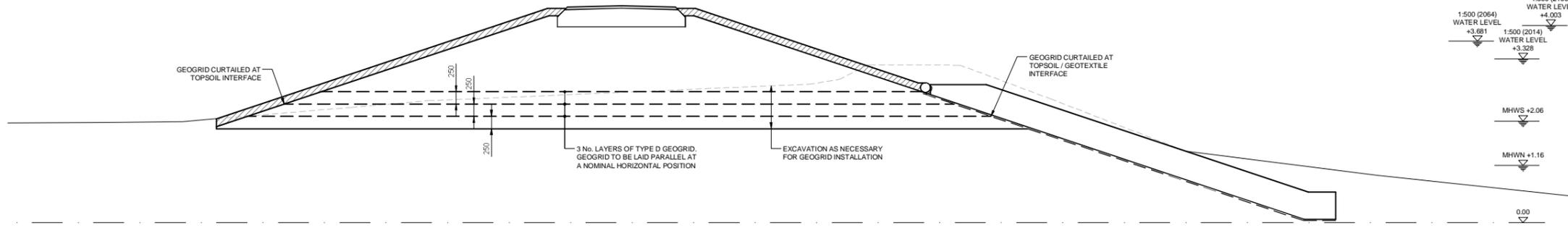
Burns House, Haywards Road  
Haywards Heath, RH16 1PG  
Tel: +44(0)1444 458551  
Email: info.haywards@rhv.com  
Website: www.royalhaskoningdhv.com

DRAWN	AJK	CHECKED	RWW	APPROVED	APL
DATE	Dec. 2014	SCALE	AS SHOWN	REF.	PB2761-0010.dwg
DRAWING No.	PB2761/0010				REVISION
					A

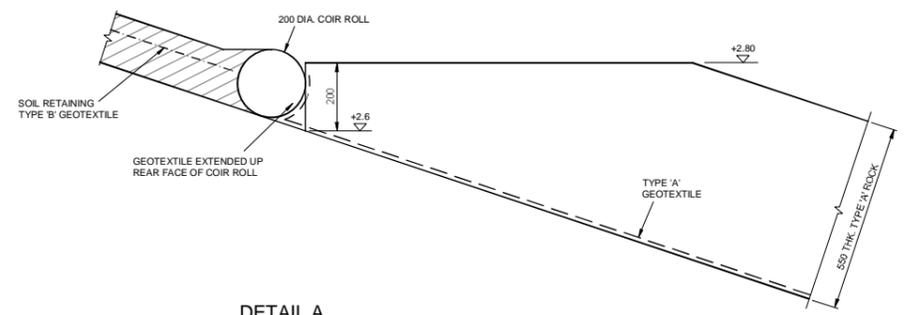
REPRODUCED FROM ORDNANCE SURVEY MAPS WITH PERMISSION FROM THE CONTROLLER OF HM STATIONERY OFFICE. CROWN COPYRIGHT RESERVED. LICENCE No. 0100019217 (2013).



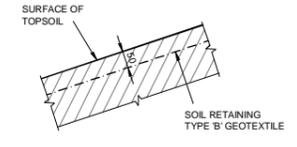
TYPICAL SECTION THROUGH TYPE 'A' EMBANKMENT AND ROCK REVETMENT (WITHOUT GEOGRID SOIL REINFORCEMENT)  
SCALE 1:50



TYPICAL SECTION THROUGH TYPE 'A' EMBANKMENT AND ROCK REVETMENT (WITH GEOGRID SOIL REINFORCEMENT)  
REFER TO SECTION ABOVE FOR ALL OTHER NOTES  
SCALE 1:50



DETAIL A  
SCALE 1:10



DETAIL B  
SCALE 1:10



- NOTES**
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
  - ALL LEVELS ARE IN METRES, RELATIVE TO ORDNANCE DATUM NEWLYN, UNLESS NOTED OTHERWISE.
  - SLOPE GRADIENT AND CREST LEVEL OF EMBANKMENT AND REVETMENT IS SHOWN ON GENERAL ARRANGEMENT PLAN DRAWINGS.
  - EXTENT OF WORKS WITH AND WITHOUT GEOGRID SOIL REINFORCEMENT IS SHOWN ON GENERAL ARRANGEMENT PLAN DRAWINGS.
  - SETTING-OUT LINE SHOWN ON THE GENERAL ARRANGEMENT PLAN AND GENERAL ARRANGEMENT CROSS SECTION DRAWINGS.
  - REFER TO LANDSCAPING PLANS FOR GRASS SEEDING AND PLANTING REQUIREMENTS.
  - THE EXISTING GROUND PROFILE AND FORM OF CONSTRUCTION OF EXISTING WORKS VARIES ALONG THE FRONTAGE. REFERENCE SHOULD BE MADE TO THE WORKS INFORMATION AND THE SITE INFORMATION TO UNDERSTAND THIS VARIABILITY.

**SAFETY, HEALTH AND ENVIRONMENT INFORMATION**

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

**CONSTRUCTION**

- LUXO RISK IS MODERATE.
- WORKING ADJACENT TO NETWORK RAIL ASSETS.
- DEMOLITION OF EXISTING STRUCTURES.
- THERE IS A RISK OF ENCOUNTERING ASBESTOS WITHIN THE MADE GROUND.

**MAINTENANCE/CLEANING/OPERATION**

- NONE

**DECOMMISSIONING/DEMOLITION**

- LUXO RISK IS MODERATE.
- WORKING ADJACENT TO NETWORK RAIL ASSETS.
- THERE IS A RISK OF ENCOUNTERING ASBESTOS WITHIN THE MADE GROUND.

A	13/04/15	FOR CONSTRUCTION	BJR	AP	AP
T1	18/12/14	TENDER ISSUE	AKK	RWW	APL
REV	DATE	DESCRIPTION	BY	CHK	APP

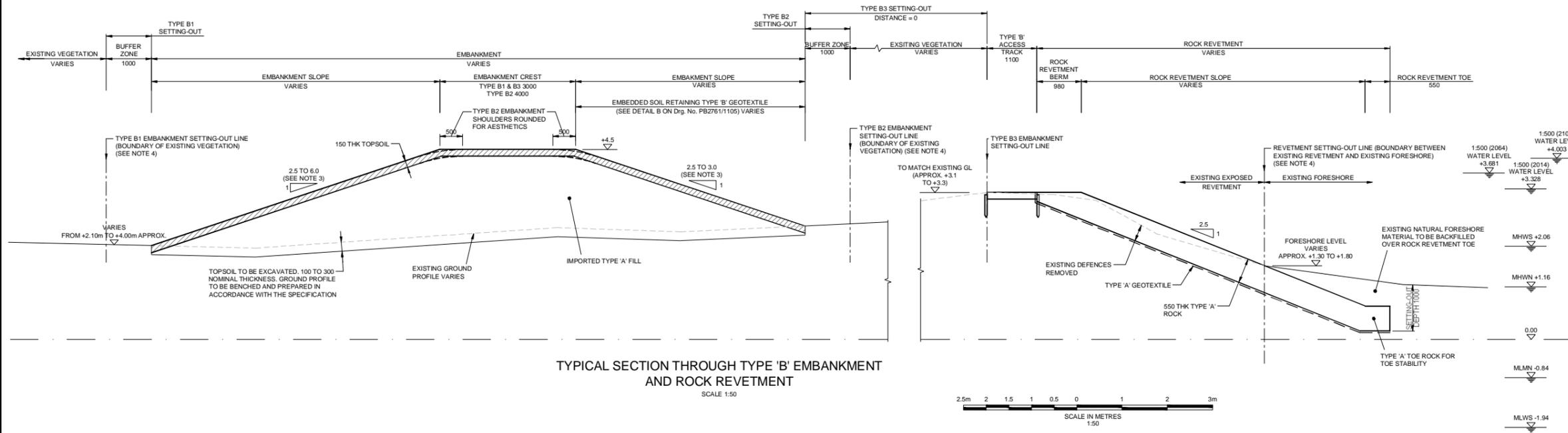
CLIENT PARTNERSHIP

PROJECT  
**NORTH PORTSEA ISLAND (PHASE 1) COASTAL FLOOD AND EROSION RISK MANAGEMENT SCHEME**

TITLE  
**TYPE 'A' EMBANKMENT AND ROCK REVETMENT TYPICAL SECTION**

Burns House, Haywards Road  
Haywards Heath, RH16 1PG  
Tel: +44(0)1444 455551  
Email: info.haywards@rhv.com  
Website: www.royalhaskoningdhv.com

DRAWN	HJI / AAB	CHECKED	RWW	APPROVED	APL
DATE	Dec. 2014	SCALE	AT A1	AS SHOWN	REF.
DRAWING No.	PB2761/1105				REVISION
					A



TYPICAL SECTION THROUGH TYPE 'B' EMBANKMENT AND ROCK REVETMENT  
SCALE 1:50

- NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
  2. ALL LEVELS ARE IN METRES, RELATIVE TO ORDNANCE DATUM NEWLYN, UNLESS NOTED OTHERWISE.
  3. SLOPE GRADIENT AND CREST LEVEL OF EMBANKMENT AND REVETMENT IS SHOWN ON GENERAL ARRANGEMENT PLAN DRAWINGS.
  4. SETTING-OUT LINE SHOWN ON THE GENERAL ARRANGEMENT PLAN AND GENERAL ARRANGEMENT CROSS SECTION DRAWINGS.
  5. REFER TO LANDSCAPING PLANS FOR GRASS SEEDING AND PLANTING REQUIREMENTS.
  6. THE EXISTING GROUND PROFILE AND FORM OF CONSTRUCTION OF EXISTING WORKS VARIES ALONG THE FRONTAGE. REFERENCE SHOULD BE MADE TO THE WORKS INFORMATION AND THE SITE INFORMATION TO UNDERSTAND THIS VARIABILITY.

**SAFETY, HEALTH AND ENVIRONMENT INFORMATION**

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

**CONSTRUCTION**

- UXO RISK IS MODERATE.
- DEMOLITION OF EXISTING STRUCTURES.
- CONSTRUCTING EARTH EMBANKMENTS ALONG THE LINE OF HIGH VOLTAGE ELECTRICITY AND TELECOMMUNICATIONS CABLES.
- THERE IS A RISK OF ENCOUNTERING ASBESTOS WITHIN THE MADE GROUND.

**MAINTENANCE/CLEANING/OPERATION**

- NONE

**DECOMMISSIONING/DEMOLITION**

- UXO RISK IS MODERATE.
- THERE IS A RISK OF ENCOUNTERING ASBESTOS WITHIN THE MADE GROUND.

A	13/04/15	FOR CONSTRUCTION	BJR	AP	AP
T1	18/12/14	TENDER ISSUE	AK	RWW	APL
REV	DATE	DESCRIPTION	BY	CHK	APP

CLIENT/PARTNERSHIP

**PROJECT**

NORTH PORTSEA ISLAND  
(PHASE 1) COASTAL FLOOD  
AND EROSION RISK  
MANAGEMENT SCHEME

**TITLE**

TYPE 'B' EMBANKMENT  
AND ROCK REVETMENT  
TYPICAL SECTION

Burns House, Haywards Road  
Haywards Heath, RH16 1PG  
Tel: +44(0)1444 458551  
Email: info.haywards@haskoningdhv.com  
Website: www.royalhaskoningdhv.com

DRAWN	HJI / AAB	CHECKED	RWW	APPROVED	APL
DATE	Dec. 2014	SCALE	AT A1 AS SHOWN	REF.	PB2761-1106.dwg
DRAWING No.	PB2761/1106				REVISION
					A

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