

Title of meeting: Cabinet

Date of meeting: 7 April 2014

Subject: North Portsea Island Coastal Flood and Erosion Risk Management Scheme - Public consultation findings and progression into detailed design.

Report by: Head of Service, Transport and Environment

Wards affected: Baffins, Copnor and Hilsea.

Key Decision: No

1. Purpose of item

To:

- 1.1 Inform Cabinet of the results of the public consultation for North Portsea Island Flood Defence Schemes.
- 1.2 Advise that the project is currently on programme to meet the requirements of the Environment Agency's Programme of Acceleration and Growth (PAG) and officers now seek agreement to undertake detailed design based upon the preferred option identified from the public consultation exercise undertaken in February and March 2014.

2. Recommendations

In order to implement the Council adopted Shoreline Management Plan and Portsea Island Coastal Strategy, Cabinet agree:-

- 2.1 To commence development of the detailed design using the information gathered from the public consultation exercise.
- 2.2 That whilst option D is shown to be the preferred option, the final design for the scheme will also have to take into account costs, local topography and various stakeholder interests. It is likely that the final scheme will be a combination of options C and D and that detailed design should commence on this basis.
- 2.3 To delegate authority to the Head of Service for Transport and Environment to submit the final business case to the Environment Agency in consultation with the Cabinet Member/Portfolio Holder for Environment and Community Safety.

3. Background

The last couple of months have seen a lot of progress on the North Portsea Island Coastal Flood and Erosion Risk Management Scheme as we rapidly converge on the preferred option for each frontage.

Initial concept designs were developed to allow full multi-criteria assessment of the shortlisted options including costing of all options for each sub-frontage. The initial costing exercise was accelerated to allow latest cost estimates to be used in this year's MTP submission.

The project team has been engaging with key stakeholders including the Environment Agency, Natural England and PCC Planning Department to capture information from these wider influence groups to advise the option selection process.

Public consultation on the shortlist of options has now closed following a very positive reception from local residents, businesses and visitors to the city. Four drop-in consultation events were held around the North Portsea area with good attendance at all events, particularly the first held in Anchorage Lodge which was attended by over 110 people. In total approximately 400 feedback questionnaires were completed including those collected by the project team out and about around the coastline and those completed online.

Option D (see appendix) was the preferred option by a small margin during the public consultation. However, initial costs, topographic and ground investigations now being undertaken by the Project Team and Consultants show that the most cost effective and environmentally acceptable design for the majority of the flood defence will be a combination of Options C and D.

Surveys have been undertaken to establish the condition and buried extents of existing coastal defence structures in both North Portsea and Southsea. Surveys included trial pits, cover surveys, core samples and sheet pile thickness tests, interpretive reports are currently being compiled.

The project is currently on programme to meet the requirements of the EA's Programme of Acceleration and Growth (PAG).

4. Risks

In order to continue to meet the programme requirements of PAG it will be necessary for PCC to progress the Detailed Design for Phase 1 of the project at risk until funding is approved by the Environment Agency.

5. Equalities Impact Assessment

An initial assessment established that an EIA is not required at this stage as there are no negative impacts on any of the protected characteristics as described in the Equality Act 2010. Once there are detailed design drawings, an EIA will be completed and there will be consultation with disability groups looking at the accessibility of the routes. Any potential negative impacts will be assessed and we will try to mitigate these where possible. The primary driver of this scheme is to protect the area from coastal flooding. Consequently, some potential negative impacts on disabled people may not be solvable.

6. Financial Comments

The Detailed Design stage will cost no more than £100,000. This can be reclaimed from the Environment Agency once final approval is granted for the scheme.

In the interim it is proposed that this is funded from a PCC Contingency Fund as has happened with previous schemes such as this.

Final approval for the scheme and the recovery of the at-risk funds is likely to be achieved from the EA in six months.

The risk of not recovering the funds from the EA is low. It has given every indication that it regards this as a priority scheme. The Chairman of its Large Projects Review Group has visited the site and expressed his support for the scheme.

If the Detailed Design does not take place at this stage, it will not be possible to maintain continuity and commence the scheme in April 2015, as planned.

7. Legal Comments

The report raises no legal issues requiring commentary

Signed by: **Simon Moon**, Head of Service, Transport and Environment

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Appendices:

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Short-listed Options Drawings	

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on



Portsmouth
CITY COUNCIL

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Signed by: Councillor Gerald Vernon-Jackson - Leader of the Council