The flood risk in Portsmouth is significant, with current projections indicating that by 2100, 98cm of sea level rise could occur. This would affect 37% of the city's land area, with 25,700 homes in a flood zone. The coastline is already under threat, with major infrastructure and ecological areas at risk.

The city of Portsmouth is an island, with limited land for expansion. This has constrained development opportunities, contributing to a high degree of car dependency and CO2 emissions. There is an acute shortage of space to meet housing demand, with population increases putting pressure on public infrastructure.

Tourism is significant in the region, with the Solent acting as a center for water sports and leisure. The coast provides opportunities for development, related leisure, recreation, and commerce, and is a center for industry. The Solent region is constrained by the South Downs National Park.

Portsmouth has an island topography, with the coastline, dockyard, and car-dominated city planning remaining unconstrained. The form and fabric of Portsmouth is distinguished by many edge conditions, including flat, bike, and pedestrian movement. Sustainable public transport infrastructure is needed to accommodate growth and mitigate congestion along the major arterials.

Employment in the Portsmouth naval dockyard has been in decline for many years, with the city becoming increasingly reliant on service economies. For many, the city is not perceived as being a desirable location, detrimental to the vision might be necessary to reverse such decline and make the most of its enormous physical and architectural assets. A suitable vision might enable Portsmouth to emerge as the pre-eminent city of the south coast.
**The Island City, Visions for Portsmouth**

1 - New Settlements

---

**Development Response: Viability**

44,000 Residents

11,260 Dwellings

3.2 Billion

---

**Table: Portsmouth, Amsterdam, Netherlands**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Houses</th>
<th>Culture</th>
<th>Education</th>
<th>Amenities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone A</td>
<td>435</td>
<td>4000</td>
<td>7920</td>
<td>5760</td>
</tr>
<tr>
<td>Zone B</td>
<td>1119</td>
<td>2880</td>
<td>12960</td>
<td>7920</td>
</tr>
<tr>
<td>Zone C</td>
<td>67111</td>
<td>17.6</td>
<td>60.0</td>
<td>52.7</td>
</tr>
</tbody>
</table>

---

**Notes:**

- Portsmouth strategy with eastern extension
- Portsmouth Hydro City - proposed figure plan
- Total 44,000 Residents, 11,260 Dwellings, 3.2 Billion

---

**Figures:**

- Fig 1: Ijburg, Netherlands
- Fig 2: Portsmouth Hydro City - proposed figure plan
- Fig 3: Venice, floating housing.

---

**Strategic Considerations:**

- The Langstone eastern Portsmouth extension
- Portsmouth strategy with eastern extension

---

**Table: Site Areas (ha)**

<table>
<thead>
<tr>
<th>Site Area</th>
<th>Total</th>
<th>GIA</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>19500</td>
<td>53000</td>
<td>450</td>
</tr>
</tbody>
</table>

---

**Aqua culture (floating units):**

- Fish Farm (floating units)

---

**Note:**

- Strategic vision for Portsmouth with eastern extension
- Hydro City proposes land value, it can be flexible.
- Significant national, regional and local value.
acoustic pollution

the city walls - an unappreciated historic asset

By far the most striking example of the A3, a newly diverted motorway would allow for redevelopment opportunities along the entire Northern edge of Ports Island.

This would reinforce the notion of an island city. Cosham Town Centre could be redeveloped.

There would be potential development around Park + Ride/Sail locations in Port Solent & Fareham.

The existing creek would be dredged and further enhanced by excavation of the ground plane up to the ramps. Spoil would then be deployed to construct the new formations on the eastern perimeter of the island (Zones B, C & E).

Additionally it is proposed to mitigate the noise pollution from the M27.

This might be by burial of the roadway, otherwise encasing it, diversion or by enclosure within acoustic barriers. This could open a range of possibilities for the city to benefit from a long south facing, quite and sheltered new shoreline.

Extracting spoil in close proximity to the proposed development on the east of the island, for use in raising the formation grades, would deliver mutual and civic bene 1s, and add value.

Options have been explored for residential development on the south facing shoreline, once this route-way is addressed, but as this necessitates engagement with public expenditure (& contrary to the competition) brief this opportunity has not been pursued further.
With the development of Gun Wharf Quays the HISTORIC OLD TOWN and sustainable public realm and a university place making strategy for delivering quality GUNWHARF QUAYS SOUTHSEA across various sites to the north and the east. historic port town which is now devoid of major Square and leading through to Commercial Road geographic areas. Visitors consequently have

exploring placemaking by precedent

public realm placemaking scenario, re envisaging a sustainable heart for the city centre for Portsmouth
The diagram depicts the proposed pedestrian and cycle connectivity, highlighting the key areas integrated within the city. The street patterns generated by the forms of the proposed urban blocks are indicated, reflecting the scale and character of the public realm.

In relationship to Portsmouth, these urban spaces invite further learning, examples of how a high quality public realm and place-making strategy, rooted in the European tradition, might inform the proposal. A regeneration programme requires partners working together with the private sector to level ground and resources to deliver any proposal. This proposition provides a vision of an attractive place-making strategy that is capable of catching the public’s imagination.

The proposition aims to explore robust, flexible, transformational and sustainable quality. A master-plan should be regarded holistically, that fulfills the strategic requirements of the city, whilst delivering a framework, more fully integrated within a vibrantly healthy city. This spatial strategy is principled upon a scale, indicating the street patterns generated by the forms of the proposed urban blocks.

The old town, a masterplan proposal, is configured with internal courtyards, providing depth’s and scale’s richness and opportunities. To maintain the city’s road network, the ground surface of the central square would be raised around 2m above existing level and ramped on its approaches.

In this configuration, the overall area of development amounts to 13.81 ha. of which 7.23 ha is proposed for new building plots. In this configuration the overall area of development amounts to 13.81 ha. of which 7.23 ha is proposed for new building plots.

Adopting a visionary public realm and place-making strategy

The objective of this proposition aims to create and maintain the public realm cafes, restaurants, bars and entertainment facilities and civic confidence attractive to private investment.

The city and university could be regarded as an influential set of propositions. A key component of this is the ability to develop a strategy for progressing. This can be achieved by thinking intelligently and holistically; with the capacity to generate and deliver any proposal. The proposition should be grounded in the aspirations and the wider possibilities afforded by this propositions is considered viable, and rather than by isolated development.

In this way the new urban route-ways into and out and investment further towards enhancing the economic potentialities, logic and sense. This would require further new development would be integrated with and address the existing built fabric.

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returned north east towards Bognor. (fig. 5)

The sea defences are extended to Selsey and a primary line of flood defence is established along the coastline shown RED of Portsea Island, Portsmouth and the Solent, and its harbours, and necessitate, on current predictions sizeable areas of the existing coastline. Such an extent of dykes will also damage amenity recreational and leisure value.

Furthermore it provides better opportunity for:

- Ecological conservation
- Coastal Engineering
- An appropriately resilient response

Given that the city of Portsmouth is so low lying it would therefore be intelligent to plan considerably more than 100 years. But this modelling avoids the marine based ice retreat projections. However these remain uncertain. (International panel on Climate Change)

On current predictions large enough to distinguish it from a closure dam (e.g. Brouwersdam, Netherlands) or a guard lock the uncertainty of Portsmouth's low lying. The majority of its surface area is lower than the AR5 report (2015). For high tides on high wave energy fronts the Solent, and its harbours, and necessitate, on current predictions sizeable areas of the existing coastline. Such an extent of dykes will also damage amenity recreational and leisure value.

The viability of this proposed infrastructure for this study 14 existing storm surge barriers and one under construction are investigated, they are assessed at 18/08/2014. The Solent, and its harbours, and necessitate, on current predictions sizeable areas of the existing coastline. Such an extent of dykes will also damage amenity recreational and leisure value.

To date the ESCP strategy is largely defensive and collates useful information, although the majority of the current research is defensive, ESCP are a consortium of the following with extent of coastal defence by approximately 75km:

- Portsmouth City Council
- Gosport Council
- Hampshire County Council
- Hampshire Chronicle
- Portsmouth Chronicle

The majority of these partners has the opportunity to develop at a regional level responses.

The focus of ESCP (fig. 9).

Because Chichester and Pagham harbours lie in lower than the AR5 report (2015). For high tides on high wave energy fronts the Solent, and its harbours, and necessitate, on current predictions sizeable areas of the existing coastline. Such an extent of dykes will also damage amenity recreational and leisure value.

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In this scenario the Solent region is prioritised in

The vision

London capacity issues

Making future connections to HS1 or HS2 from the south coast will not be possible because of the very high speed trains and journey times. The restriction of speed, capacity, and cost precludes high-speed rail transport. There are no legacy issues to be faced with track radii, gradients, widening and in cabin signaling that constrain future services.

For example new facilities such as HS1 approaches London from the west terminating at St Pancras in the north, while HS2 approaching from the west will terminate at Euston. A further new station is to be built at Old Oak Common in north west London to provide a stop for passenger transfer.

The network serving the east, south west and southern regions which radiates out from the terminus at London Bridge, Waterloo, Victoria, Marylebone and Paddington are currently saturated by available line capacity. Connecting to the existing high-speed network already requires prolonged time, changing transport and crossing London using existing underground services. For those with young children or infirm or elderly this problem is compounded.

The scale and density of the London has along with the multiple stops terminus is a significant planning issue for future rail infrastructure, capacity and journey times. This restricts speed, capacity, and cost precludes high-speed rail transport. There are no legacy issues to be faced with track radii, gradients, widening and in cabin signaling that constrain future services.

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The planning context

Regional economic distributions across the UK are reflecting significant imbalances. London has grown significantly and its natural GDP has become economically predominant. It is shining further from cities such as Newcastle and Southampton, and many of the smaller south coast towns such as Brighton, Fareham, and Storrington places such as the Isle of Wight. These locations growth has been lagging, in conditions and there is significant deprivation.

Increasing London congestion seems an established insider in comparison, in terms of economic growth, education and well
Beyond the M275, A3 western arterial approach roads serving the docks, and for those otherwise entering the city by car a cycle path and pedestrian walk would be improved. Christchurch height is an issue for any new green roof or congestion charge zone might be applied to encourage use of new and existing park and ride schemes and the public transport network. City parking would be charged at a premium to encourage use of cheaper perimeter parking only.

Transport: Developing Portsmouth Eco City aspirations

Portsmouth aspirations of travelling to work 2011

Best journey times from Portsmouth to Bristol take 2hr 17 mins. Times signify an 5% in travel between 2007-2011 (fig. 16).

At Salisbury and from Wimborne onwards the line is situated with an average of four train stops. These are a significant barrier in reducing long journey times. The connection is currently under used with issues arising from public holidays, but a single vehicle in this inelastic demand on the line is full.
Proposal 2

Significantly improved journey times are achievable with suitable infrastructure projects and involves

- Removal of obstacles to high-speed services
- Introduction of new high-speed tracks
- Improvement of existing tracks
- Enhancement of station facilities

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Option 4.1

- Significant improvements are achievable with suitable infrastructure projects and involves
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Option 4.2

- Significant improvements are achievable with suitable infrastructure projects and involves
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- Improvement of existing tracks
- Enhancement of station facilities

1. Southampton (Southsea) - London (Victoria) - 39 mins
2. Portsmouth (Harbour) - London (Waterloo) - 79 mins
3. Eastleigh (via Winchester) - Woking - 79 mins
4. Southampton (Southsea) - London (Victoria) - 39 mins

3. Regional Rail Capacity

- Increased capacity for freight and passengers
- Improved service reliability
- Reduced travel times

4. Transport Integration

- Increased integration with other modes of transport
- Improved journey times
- Enhanced connectivity

5. Sustainability

- Reduced carbon emissions
- Improved air quality
- Enhanced public health

6. Economic Benefits

- Increased economic activity
- Improved competitiveness
- Enhanced productivity

7. Social Benefits

- Improved access to services
- Enhanced community cohesion
- Improved quality of life

8. Cost/Benefit Analysis

- Cost-effectiveness of proposed interventions
- Financial viability of proposed interventions
- Economic benefits

9. Stakeholder Engagement

- Engagement with stakeholders
- Public consultation
- Community involvement

10. Monitoring and Evaluation

- Regular monitoring and evaluation
- Feedback mechanisms
- Continuous improvement

11. Conclusion

- Key findings
- Implications for future work
- Recommendations for action

12. References

- Relevant literature
- Expert opinions
- Government reports

13. Appendices

- Technical data
- Cost estimates
- Risk assessments
Summary proposals

Portsmouth Southamptom direct

Administrative
Integration of transport service provision across the major urban nodes needs to be addressed. The below represents some key points:

- Development of an integrated regional transport policy and strategy. Engage with local authorities, find a lead agency, and develop a regional plan.

- There needs to be an integrated plan for the region that is supported and backed by the authorities.

- There should be an integrated public transport use that communicates a single ticketing system and includes all transport modes.

- Public comprehension of the service provision across the region is not supported by readily available information. For example, a wide variety of transport maps are available but determination of schedules and prices for simple or onward journeys remain an issue.

- The area has a system of different rail operation Franchises and integration of these cannot be achieved without detailed option appraising. This simple mapping approach has been successfully adopted in London and the Solent region (fig 28) be provided with west and east bound branch connections (see detail following).

- Southampton has recently improved the maps of its transport services but they lack integration with neighbouring authorities.

- There should be an integrated Solent region public transport map showing the primary public transport services in the region (published by TO)

- This should communicate the full range of journey options and include all water based services.

mind the gap
new variable incline public transportation enhances opportunity

Public utility

- Public cooperation of all the service providers across the region is supported by a wide variety of available information. For example, a wide variety of transport maps are available and determination of schedules and prices for simple or onward journeys remain an issue.

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