

# BRIGHTON MARINA TO RIVER ADUR FLOOD AND COASTAL EROSION RISK MANAGEMENT STRATEGY

**We want to keep you informed on the progress of the Brighton Marina to River Adur Flood and Coastal Erosion Risk Management Strategy**

## The Brighton Marina to River Adur Flood and Coastal Erosion Risk Management Strategy

The coastline between Brighton Marina and the River Adur in Sussex features one of the country's most iconic tourist beaches. The beach, together with Brighton and Hove's residential and commercial assets along the coastline are at risk of flooding and erosion. Brighton & Hove City Council and Adur & Worthing Council are in the process of preparing a strategy to manage this risk in order to ensure that the coastline remains a vibrant and vital focus for the area's economy. The strategy will be known as the Brighton Marina to River Adur Flood and Coastal Erosion Risk Management Strategy.

The area covered by the Strategy is defined by a western boundary at the lock gates at Shoreham, including the east basin, the open coast from the mouth of the River Adur to Brighton Marina and Brighton Marina itself. The study area aligns with the boundaries of the neighbouring approved Arun to Adur Flood and Coastal Erosion Strategy Review and the proposed Brighton Marina to Newhaven Flood and Coastal Erosion Strategy.



## What is the Brighton Marina to River Adur Flood and Coastal Erosion Risk Management Strategy?

The aim of the Brighton Marina to River Adur Flood and Coastal Erosion Risk Management Strategy is to establish a Strategy Plan that sets out the strategic planning of flood and coastal erosion risk management assets between Brighton Marina and the River Adur for the next 100 years. With climate changing, sea levels rising and increased frequency and intensity of storms, our existing coastal defences are under increasing threat from the elements. The Strategy will consider the risks and impacts of coastal erosion and flooding to communities and the environment, both now and in the future. A business case for investment in the future management of risk will be developed.

What have we done so far?



We have undertaken a series of investigations to improve our understanding of the area. We have undertaken a survey of the flood and coastal erosion risk management structures to determine their condition and reviewed up to date information on waves, water levels and beach surveys to assess how the coastline behaves and to predict how it may evolve. We have also undertaken a Strategic Environmental Assessment to collate baseline information on the natural and built environment.

A key stage of the Strategy is the determination of the No Active Intervention scenario. This scenario considers the implications of ceasing maintenance of the flood and coastal erosion risk management structures. Consideration of this scenario and its implications provides a baseline case against which all future management options may be considered. Assessment of the implications of a No Active Intervention scenario provides the business case for continuing to manage the frontage.

### What happens if we stop maintaining the flood and coastal erosion defences?

Brighton & Hove City Council, Adur & Worthing Council, Shoreham Port Authority, Brighton Marina Estates and other private owners currently undertake regular maintenance and refurbishment of the flood and coastal defences along the strategy frontage. To assist in maintaining beach levels, Shoreham Port Authority also moves accumulated shingle material from the west of the Port entrance to the east side. This ensures a supply of material to feed the prevalent drift which pushes material eastwards. The shingle bypassing, maintenance and refurbishment works ensure that the defences mitigate risk to property along the coastal frontage from damage associated with flooding and erosion.

If the shingle bypassing was to cease, and defences no longer maintained, the risk of flooding and coastal erosion would increase. Once bypassing ceases the beaches from Shoreham Port to Hove would start to retreat as material on this frontage is pushed eastwards by the prevalent drift. The gradual failure of defences that are designed to maintain beach levels would exacerbate this retreat. The narrowing beach along the western frontage would reduce protection to seawalls under storm conditions, and without maintenance or repair these would eventually fail leading to increased flood risk to Shoreham Port and eventually failure of the 'lock' gates at the entrance to the east basin.

Initially shingle material moving eastwards will accumulate against Brighton Marina. However, as maintenance is withdrawn from the Brighton Marina breakwaters and seawalls, the risk of flooding inside the Marina will increase, and the deterioration of the breakwaters will reduce their ability to hold material resulting in an eventual release of material eastwards and retreat along the entire coastal strategy frontage.

### What happens in the Strategy next?

In the next phase of work, we will use the information on predicted flood risks and coastal erosion to develop a long list of management options. We will look forward to hearing your comments on the proposed long list of options and will be sending out another newsletter at completion of the next phase and undertaking a Public Consultation Meeting to ensure we keep you informed and to provide an opportunity for you give us your feedback.

### Who can I send feedback to?

Capturing your views on coastal issues, local knowledge and ideas are an important part of the Strategy. If you have any information about incidences of erosion or flooding, information about properties and infrastructure at risk or other local knowledge you think may be of interest, please contact us below.

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Alternatively, you may comment on line, via the web link: [www.brighton-hove.gov.uk/coastalstudy](http://www.brighton-hove.gov.uk/coastalstudy)

