

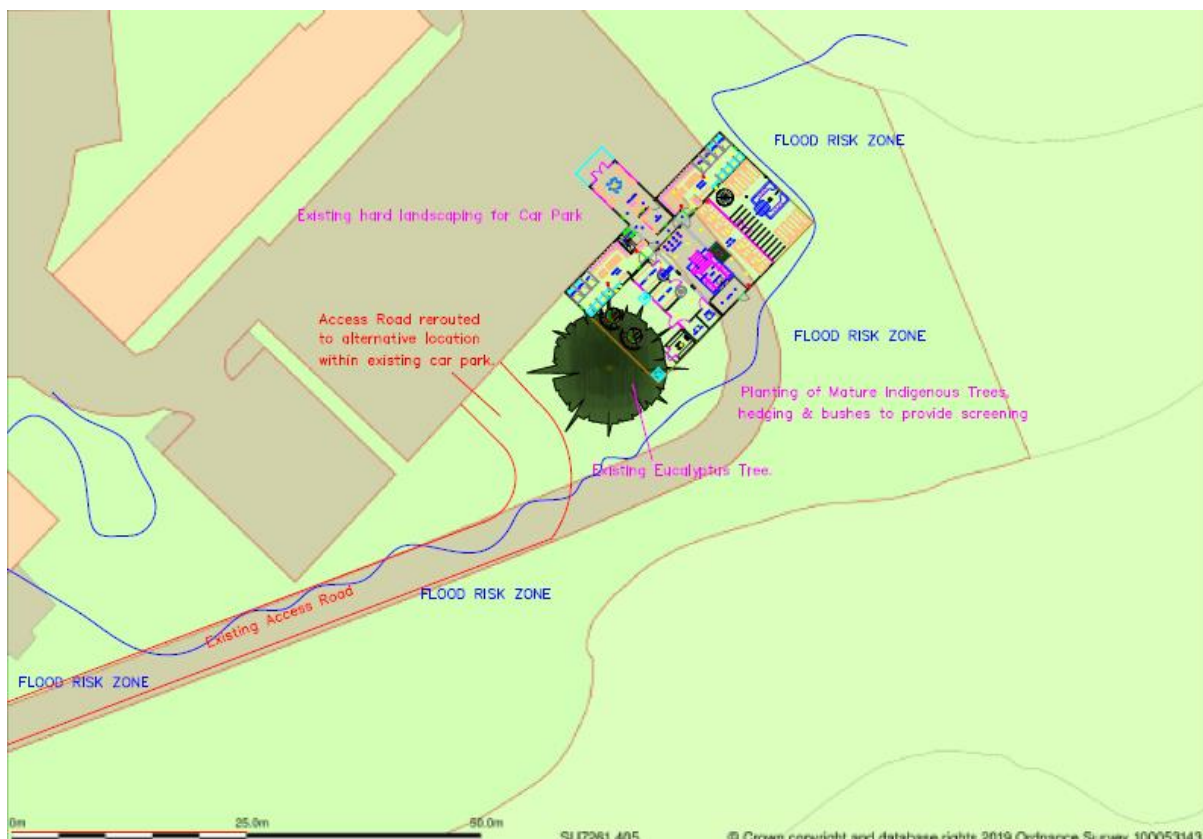
Langstone Quays Hotel SPAShell Flood Risk Statement

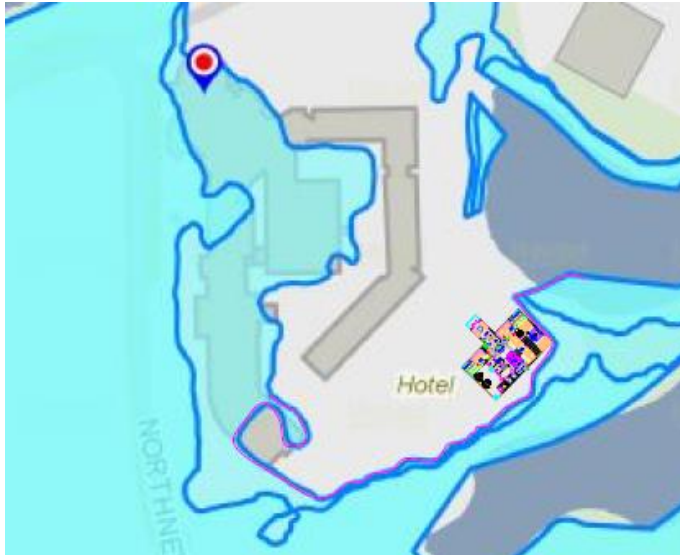
Langstone Quays Hotel is situated at the inner end of Chichester Harbour on the northern shore of Hayling Island east of Langstone Bridge crossing of Langstone Channel to the mainland. This area accommodates the Langstone Quays Hotel and the Marina and boat services. The Langstone Quays Hotel sits in part on the flood risk area as does the adjacent residential homes on the Northney Road.

The previous owners of Langstone Quays Hotel engaged Gifford & Partners Ltd to conduct a flood risk assessment which has been passed to the new owners of the Langstone Quays Hotel, the response have been taken into consideration below for this statement. Within Gifford FRA report it indicates the hotel and surrounding area lies within the 1 in 200-year tidal floodplain but outside all fluvial floodplains. It indicates that the worst period for surface flooding will be approximately 2 hours before and after the high-water tide. The risk was agreed to be low to medium risk, this means there is a 0.1-0.5% risk of tidal and coastal flooding occurring.

The SPAShell building has been located within the car park area of the hotel grounds which are not affected by the flood risk and highlighted as not at risk. Moreover, the building is set at a distance from the coastline. The SPAShell building will be between 250mm and 500mm above the ground on the foundation pads.

In the event that a flood warning is provided by the environment agency to the hotel the hotel will enact the evacuation procedures. The management and key staff will be aware of actions to be taken. Given that the concerns are essentially of a short duration, the marina and large parts of the hotel remain secure and of sufficient extent to provide safe and if necessary longer-term refuge. In these circumstances the occupants would not be considered vulnerable. In the event evacuation was required the marina could be used or alternatively the parking areas would be suitable for air evacuation.





The location of the proposed SPAShell building is within the area indicated as not at risk in either zone 2 or 3. The building is sited in the carpark across a secondary access road to the car park and a grassed area adjoining the car park. It is planned the access road will be re route into the car park improving the flow of any traffic within the car park.

The building being proposed will sit on ground pad or screw foundations which will raise the building above the current ground level. In the event climate change affects the flood risk levels the building could be raised in the future subject to the necessary approvals. This will be completed by screwing up the height of the building.

This could be achieved by maintaining the building height by adjusting the screw piles. This is a significant advantage to the planning application over traditional building foundations, the building is effectively on stilts. In the event of water levels rising the building will allow water to flow beneath it without any affect to the building. This is a significant benefit of this style of building for future proofing in the designated area.

Given the depth of water that would affect Northney Road emergency egress from Langstone Quays Hotel may not be practical during extreme tidal flooding. The highway at the north west of Hayling Island being temporarily submerged. Pedestrian access to the Northney Marina would be possible and an agreement by the hotel has been sought to ensure there is a motorboat available in order that emergency egress to the mainland is possible. This has been agreed and is a strategy that is in place.

The consideration in the design of the building for drainage of surface water has been considered. The building being proposed is modular in construction and the roof has a section with a green living roof for water harvesting and to reduce the rain runoff from the building. The building does not have traditional foundations to reduce the environmental impact. The building being proposed is modular in construction and the roof has a section with a green living roof for water harvesting and to reduce the rain runoff from the building. It is planned that the site drainage will be to the existing foul systems. There is the opportunity to harvest water further with the green living roof.