

PROPOSED TEMPORARY SITING OF STORAGE
CONTAINER UNITS, NORTHNEY MARINA,
HAYLING ISLAND

FLOOD RISK ASSESSMENT

1. Northney Marina is situated at the inner (north) end of Chichester Harbour, on the northern shore of Hayling Island 0.5km (0.3ml) east of the Langstone Bridge (A3023) crossing of Langstone Channel to the mainland.
2. The site occupies a substantial (4.4 ha/11acres) area of reclaimed inter-tidal margin projecting from the shoreline and flanked on its east side by a large dredged basin. A narrow neck section links to the original shoreline, traversed by a single access roadway from the adjacent Northney Road. The latter connects along the lip of the foreshore to Langstone Bridge.
3. The area is partially formed of dredged materials, deposited as a large low mound along the west side, and smaller peripheral bunds containing the main area fronting the basin and largely comprising chalk infilling. This area accommodates the boatyard and car parking areas, together with a range of service buildings. The incoming road access is directed along the inner face of the west side mounding with branches diverting towards the basin waterfront, and an end continuation to a slipway direct onto the Harbour.
4. The main platform area maintains levels of around 5.0m AOD along the basin frontage, reducing adjacent the access roadway to approximately 4.0m AOD, and thereafter adjusting to 5-6.0m AOD across the west side mounding. The incoming access road maintains levels of around 3.5m AOD across the neck, but Northney Road is lower-set, and in places reduces to approximately 2.3m AOD along the foreshore. The main Marina site, however, remains slightly elevated to the adjoining shoreline margin, maintaining levels of generally 3.5-5m AOD.
5. The margins around Chichester Harbour, including the larger part of Hayling Island, are low-set and consequently attract Flood Risk Zone designations 1 and 2, prompted by concerns of both tidal inundation and ground water run-off accumulation. In the immediate context of the Marina, the adjoining shoreline margin attracts vulnerability assessed mainly as Zone 1, although containing margins of Zone 2 category. In this location, concern is generally restricted to tidal inundation, although at the inner end of the harbour exposure is less severe and wind and wave factors consequently reduced. Whilst the shoreline remains vulnerable, however, the Marina maintains general level comfortably above tidal rise predictions as currently reassessed.



6. Given that concerns are essentially of short-duration tidal inundation; the Marina site remains secure and of sufficient extent to provide safe and if necessary longer-term refuge, even if Northney Road were to remain obstructed or inaccessible for any extended period.
7. The site contains adequate safe and secure accommodation and facilities and in the circumstances neither development nor occupants could be considered vulnerable in any potential Flood Risk situation. In any event, by nature of the Marina operation, Site Management is fully alert to any weather or tidal conditions and consequently able to identify situations of possible concern in sufficient time to enable any evacuation. Additionally, Marina berthed boats would always be available for evacuation, whilst surfaced parking areas are suitable for air evacuation in emergencies.
8. In the circumstances, although situated within a vulnerable location, the Marina site itself can be considered elevated and secure from Flood Risk concerns. Accordingly, the proposed siting of small temporary storage accommodation adjacent one of the Boatyard areas within the site would not seem to pose any concerns in context of Flood Risk considerations; particularly as the accommodation use involves no staffing occupancy.

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