

YACHTHAVEN, HAYLING ISLAND

ENVIRONMENTAL STATEMENT

DECEMBER 2011

APPENDIX 3.3

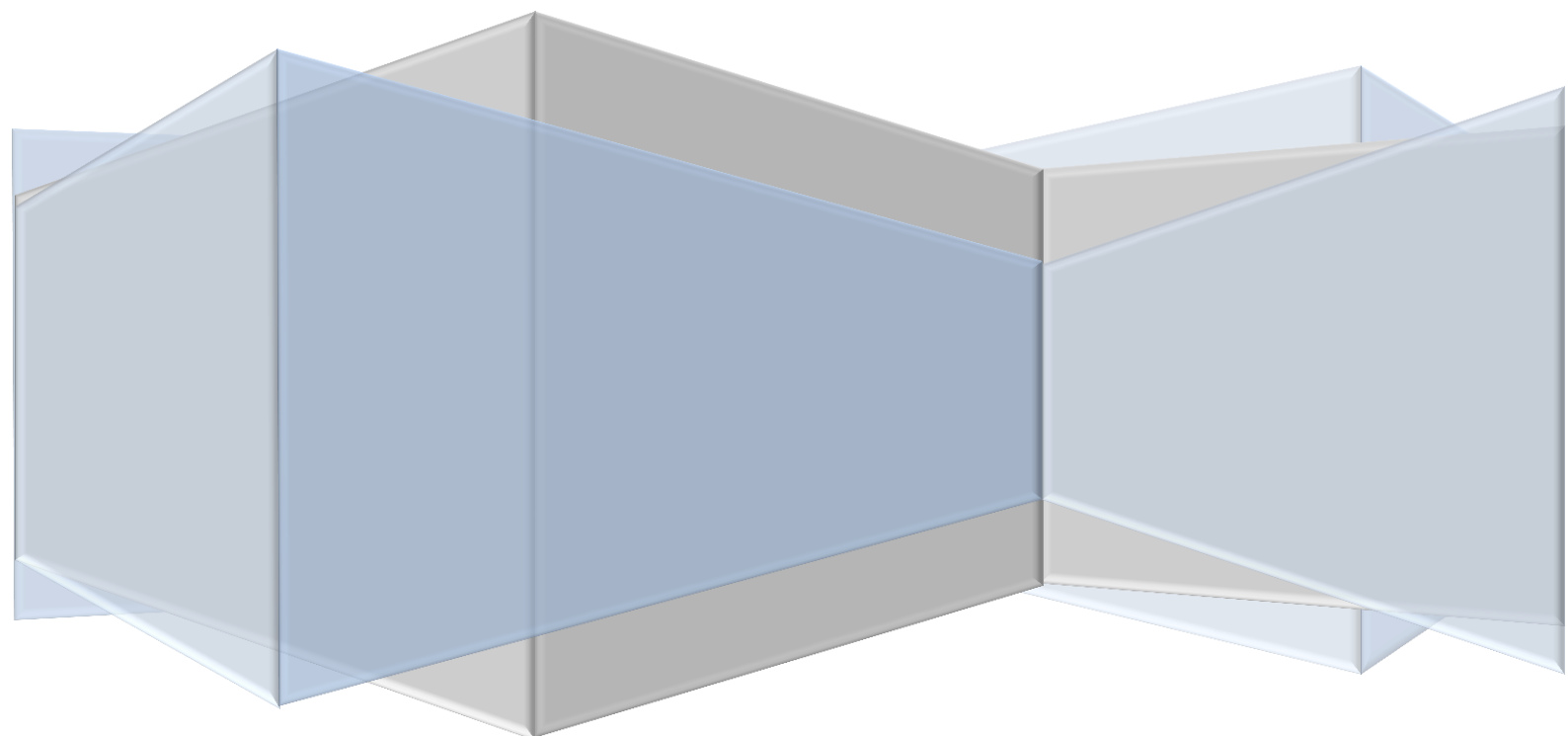
Opus International Consultants

**Supporting Statement for the
Proposed**

Harbour frontage

At

The Yacht Haven, Hayling Island





Supporting Statement for the Proposed
Harbour frontage
At
The Yacht Haven, Hayling Island

Section 1 - Introduction

- 1.1 The existing frontage to the Harbour comprises an unprotected beach which is showing signs of erosion due to wave attack. The central area was at one time a slipway for what is believed to have been a boat yard. Historic maps indicate an inlet / berth on the site dating back to 1834.
- 1.2 The existing foreshore to the east section has been strengthened in the past with the introduction of old concrete piles laid along the beach to form a stepped structure to protect the alignment of the public footpath.
- 1.3 The central area of the site shows evidence of an old slipway.
- 1.4 There is evidence to suggest that boat building has been carried out at the location in previous years.



Figure 1 – Eastern Beach

- 1.5 A public foot path is seen to run along the harbour edge along the frontage of the site.

Section 2 - Known Restrictions

- 2.1 The site frontage lies within habitats which form part of the Chichester Harbour Site of Special Scientific Interest (SSSI). This SSSI is part of the Solent Maritime Special Area of Conservation (SAC), Chichester and Langstone Harbour Special Protection Area (SPA) and Wetland of International Importance under the Ramsar convention (Ramsar site).
- 2.2 The SPA is designated for breeding birds over the summer months and also for over wintering birds. The Harbour also contains Annex 1 Habitats including Mud Flats, Spartina Swards and Atlantic Sea Meadows.
- 2.3 Any proposed works will also have to show compliance with regulation 61 of the Conservation of Habitats and Species Regulations 2010.
- 2.4 It is known that the area of the proposed pontoons contains outcrops of Zostra which will be protected as part of the proposed scheme.

Section 3 - Proposals

- 3.1 The proposal is to re-create a facility in the area fronting the old slipway to allow the mooring of 11 craft, the moorings being connected directly with the proposed new house units.
- 3.2 The frontage is exposed to wind generated short period waves which is leading to continued erosion of the back shore / beach frontage.
- 3.3 Vegetation has been lost from the bank and thus allowing the continued washing away of the exposed face.
- 3.4 It is proposed to consider the West , East and central areas in different ways.
- To the West section it is proposed to remove all the broken detritus that has emanated from the footpath and to form a new granular surface path along the top of the bank. Over time the continued erosion of the bank will lead to the loss of the path and it is intended that the path will be maintained by the relaying of the granular path further inland as and when necessary, thus leaving the natural vegetation undisturbed.
 - To the East section the original bank has had a number of concrete pile sections laid into the face which has helped to stabilise the bank and keep the footpath where it currently is. Three options are available here being to leave the face as is, to over face the concrete with riprap in a similar manor to that done recently in Bosham or to remove the piles and allow the bank to regress and realign the footpath over time as the top of the bank erodes back into the site. It is proposed to remove the concrete elements and allow the foreshore to naturally re-grade.
 - In the central area the existing pontoons will all be removed together with all the detritus that currently exists on the foreshore.
- 3.7 The central section forming the heart of the site is to have a new concrete slipway laid on the footprint of what was originally there. It is not proposed to form any hard edges / quay wall structures
- 3.9 Coupled with this would be the introduction of a new pontoon facility supported by 4 steel piles, to cater for vessels with a brow to provide access to the foreshore. Craft are expected to be of the order of 10m max in length with a beam of 4m max.
- 3.11 The 'loss' of intertidal foreshore under the footprint of the pontoons and craft will be mitigated for with the removal of the rusting pontoon's and the removal of foreign detritus which currently lies on the foreshore and the concrete piles.



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1:2@ A3

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PLANNING

Revision	Amendment	Approved	Revision Date
P1	ISSUED FOR PLANNING	JHB	22/08/11
P2	Issued for planning	JHB	21.11.11
P3	Issued for planning	JHB	06.07.12
P4	Issued for planning	RFP	18.07.12



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Drawn	Designed	Approved	Revision Date
TBT	JHB	JHB	AUGUST 201

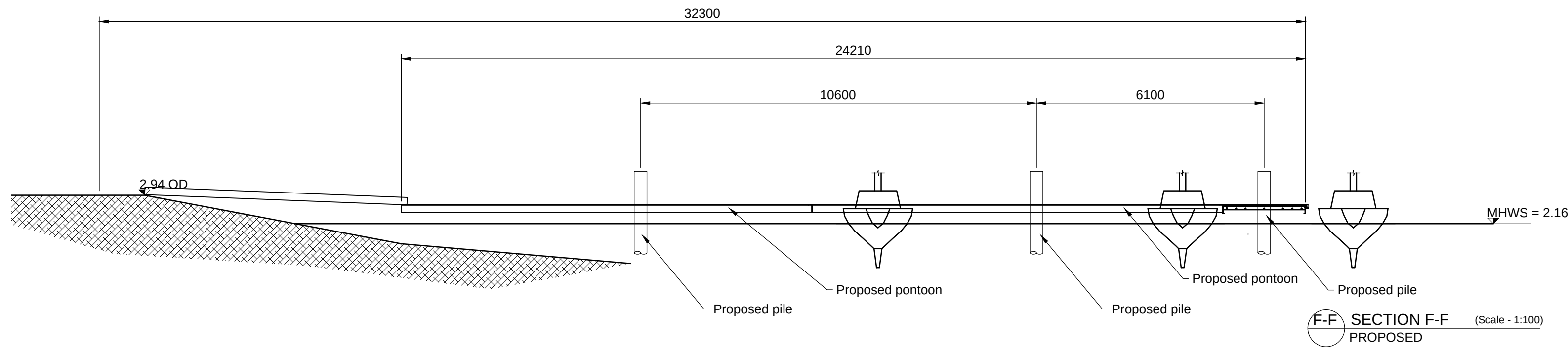
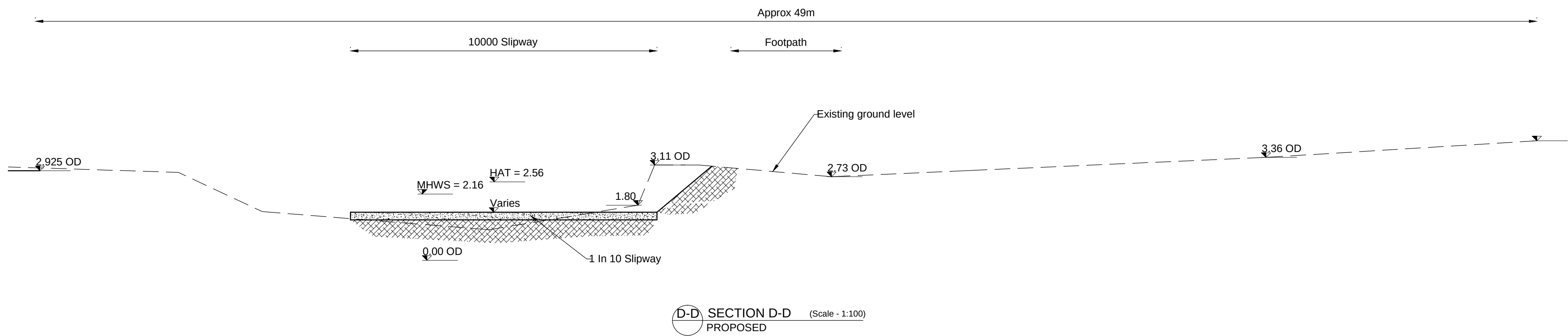
Project No.	Scale
FA E-G 9158.00	1:500

PLANNING PROPOSALS YACHTHAVEN MARINA HAYLING ISLAND

SITE LAYOUT FOR PLANNING

Drawing No.	Sheet No.	Revision
100		P4

300 mm
200
100
50
10 mm
0



1:1 @ A1
1:2 @ A3
0 10 20 30 40 50 60 70 80 90 100 mm

Original Sheet Size A1 [841x594]

Plot Date

- NOTES:
- This drawing is to be read in conjunction with all other OPUS INTERNATIONAL CONSULTANTS (UK) LTD drawings, and any other relevant information.
 - No dimensions are to be scaled from this drawing, but must be taken from site and / or the details.
 - Unless noted otherwise all dimensions are in millimetres and all levels are in metres from the site datum.
 - The electronic information from this drawing can not be guaranteed as dimensionally drawn exact. Figured dimensions must be used for setting out and detailing.
 - OPUS INTERNATIONAL CONSULTANTS (UK) LTD logos and company information must be removed from copies if information is re-used.
 - The Contractor is responsible for the design of all temporary works, and is also responsible for the safe maintenance and stability of the existing buildings at all times.
 - Survey information taken from J. Brotherton & Partners drawing 2000/025 - fastnet
 - All levels are in meters, and based on Ordnance Datum.

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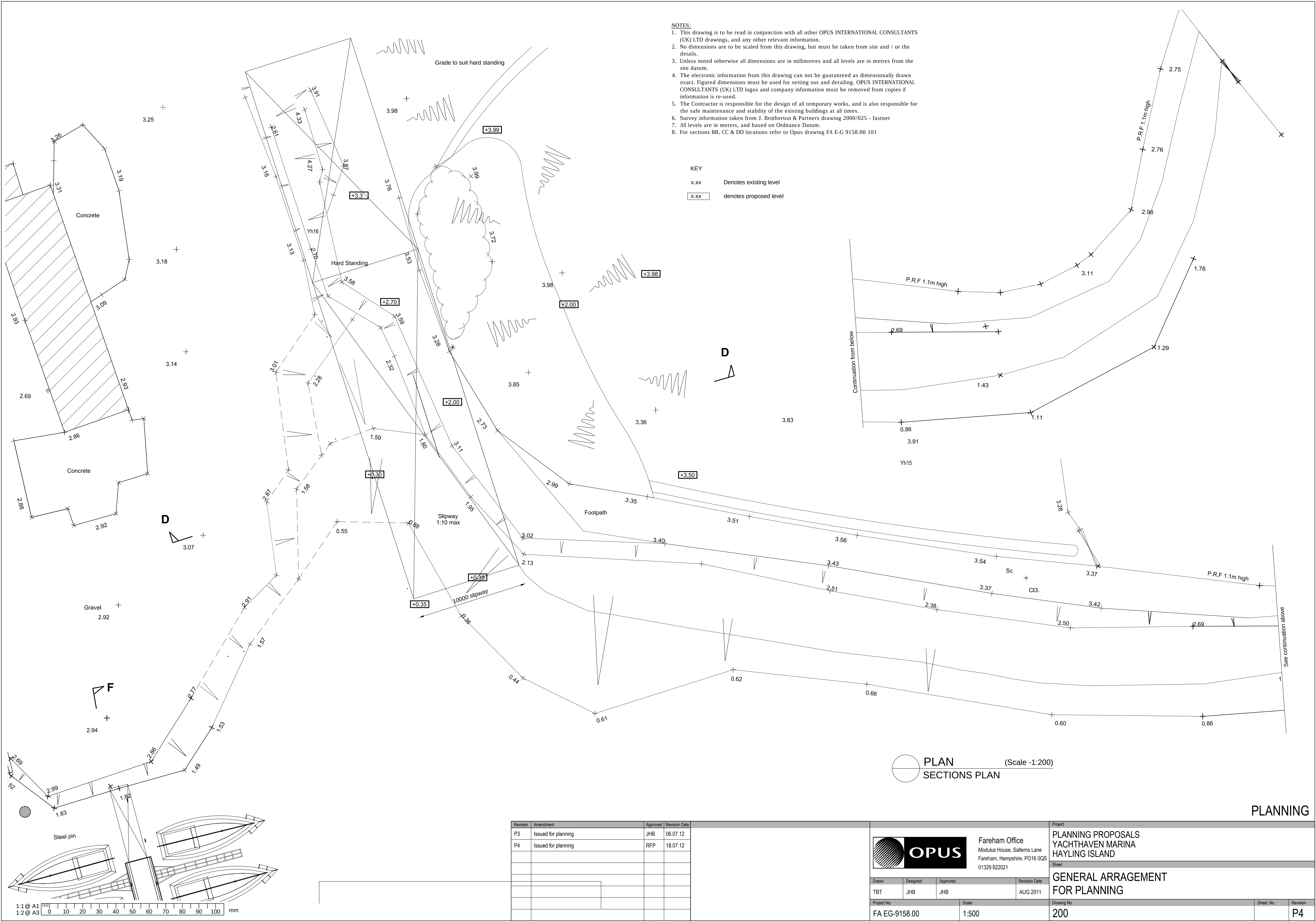
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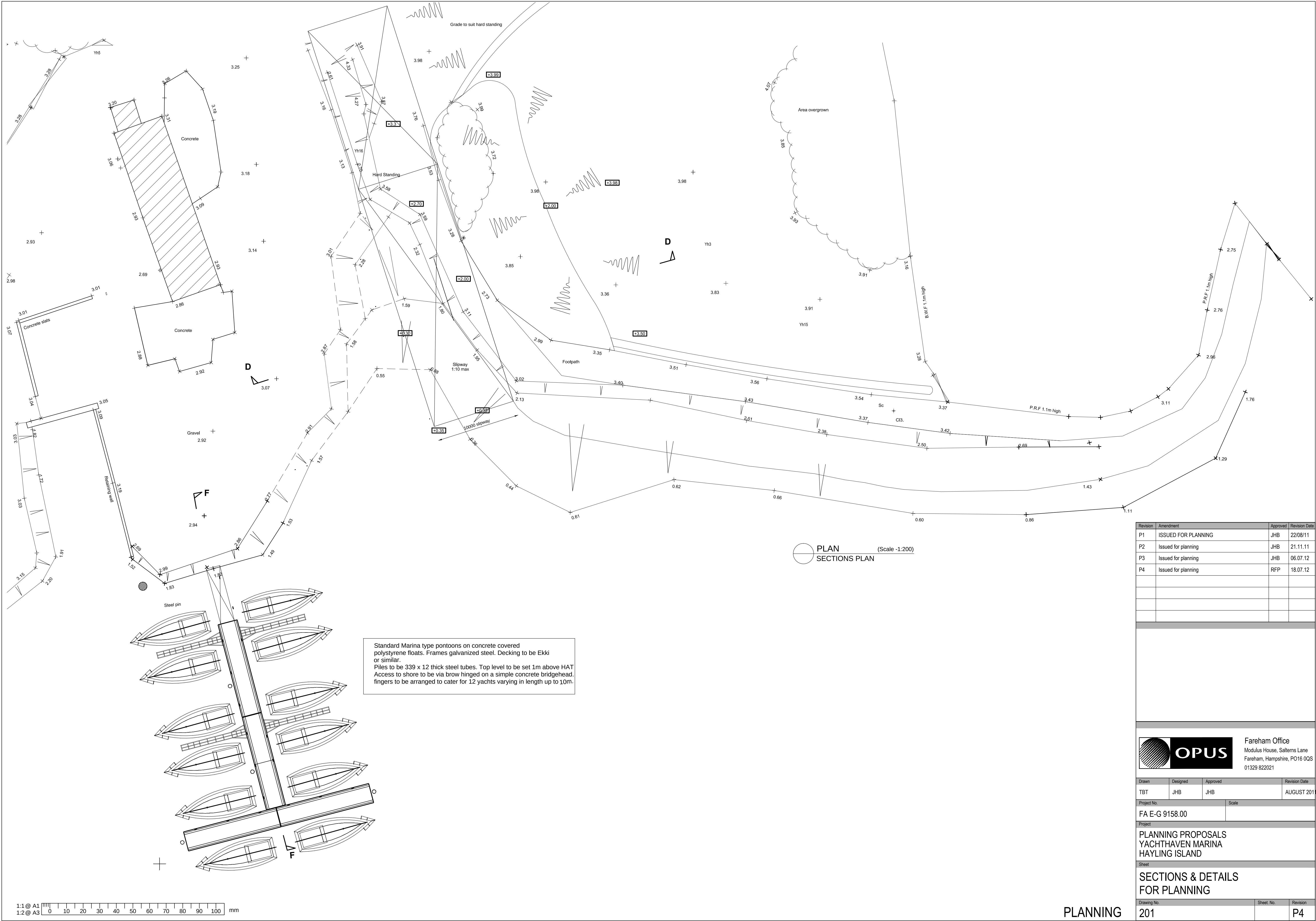
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Project
PLANNING PROPOSALS YACHTHAVEN MARINA HAYLING ISLAND

Sheet
SECTIONS & DETAILS FOR PLANNING

Drawing No.	Sheet No.	Revision
101		P4





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PLANNING PROPOSALS YACHTHAVEN MARINA HAYLING ISLAND			
Sheet			
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Drawing No.		Sheet No.	Revision
201			P4

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