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FLOOD RISK ASSESSMENT

**258 Havant Road, Hayling
Island, PO11 0LP**



FLOOD RISK ASSESSMENT

**258 Havant Road, Hayling Island,
PO11 0LP**

Applicant:

EG on the Move

Date:

March 2026



Planning Statement

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Chapter 1

Site Description

- 1.1. The application site comprises the EG on the Move (Applegreen) service station located at 258 Havant Road, Hayling Island, PO11 0LP. The site occupies a position at the northern end of Hayling Island, immediately adjacent to Langstone Road Bridge, which provides the principal access between the island and the mainland.
- 1.2. The proposed development relates solely to the installation of replacement advertisement signage, including a totem sign and associated directional signage. In accordance with national planning guidance, this form of development is considered to fall within a “less vulnerable” or water-compatible classification, as it does not involve habitable accommodation or introduce uses that would increase the risk to human life during a flood event.¹
- 1.3. The site is partially located within Flood Zone 2, which represents land having a medium probability of flooding from tidal sources. The proposed development is considered appropriate within this flood zone, as signage does not represent a vulnerable use and does not conflict with national policy guidance relating to flood risk compatibility.
- 1.4. The temporary and replaceable nature of the development further reduces any long-term exposure to flood risk.
- 1.5. The proposed development has been considered in the context of the Havant Borough Core Strategy (2011), the Havant Borough Local Plan (Allocations) (2014), and the National Planning Policy Framework (NPPF). These documents collectively require that development avoids inappropriate flood risk and does not exacerbate flooding elsewhere. Given the limited scale and nature of the proposal, it is considered to comply with both local and national policy objectives, as well as the general principles set out in the Strategic Flood Risk Assessment.

¹ See Annex 3 of the National Planning Policy Framework (2024).



Chapter 2

Flood Risk

- 2.1. The application site is an established petrol filling station and service area which is fully operational and predominantly hard surfaced. The site includes existing buildings, forecourt areas, and signage, all of which serve the needs of passing traffic between Hayling Island and the mainland.
- 2.2. There are no significant fluvial watercourses within close proximity to the site that would give rise to fluvial flooding. As such, the risk of flooding from rivers is considered to be negligible both in terms of design flood events and residual scenarios.
- 2.3. The site is located within a coastal and estuarine environment and is therefore influenced by tidal flood risk. The identification of parts of the site within Flood Zone 2 confirms that there is a medium probability of tidal flooding (see Figure 1). However, the proposed development comprises minor, non-habitable structures and does not introduce any sensitive receptors. In the event of an extreme tidal event, the primary risk would be to the physical integrity of the signage rather than to people or essential infrastructure.
- 2.4. As with most developed sites, there is a potential for surface water flooding during periods of intense rainfall (see Figure 2). However, the proposed development does not alter the extent of impermeable surfaces or drainage arrangements on the site. Consequently, the risk of surface water flooding remains unchanged.
- 2.5. There is no evidence to suggest that the site is affected by sewer flooding. The proposed development does not interact with the sewer network and therefore does not alter existing risk levels.
- 2.6. Groundwater flooding is not considered to be a significant constraint at this location. The nature of the proposal does not involve excavation or below-ground structures and therefore does not increase groundwater-related risks.

- 2.7. The site is not located within an area at risk from reservoir flooding, and this source of flooding can therefore be discounted.
- 2.8. There are no canals or other artificial water bodies in proximity to the site that would present a flood risk.
- 2.9. Whilst the site is located within a coastal setting, it forms part of an established developed area and is not considered to be at immediate risk from coastal erosion. The proposed development does not increase vulnerability to erosion processes.
- 2.10. The principal source of flood risk is tidal, with a potential secondary contribution from surface water during extreme weather events. The interaction of these sources does not materially affect the suitability of the development given its limited scale and nature.
- 2.11. Given that the proposal does not include habitable accommodation or sensitive uses, the specification of a design flood level is not critical to the acceptability of the development.

Figure 1: Flood Zone 2 & 3 with Site Boundary

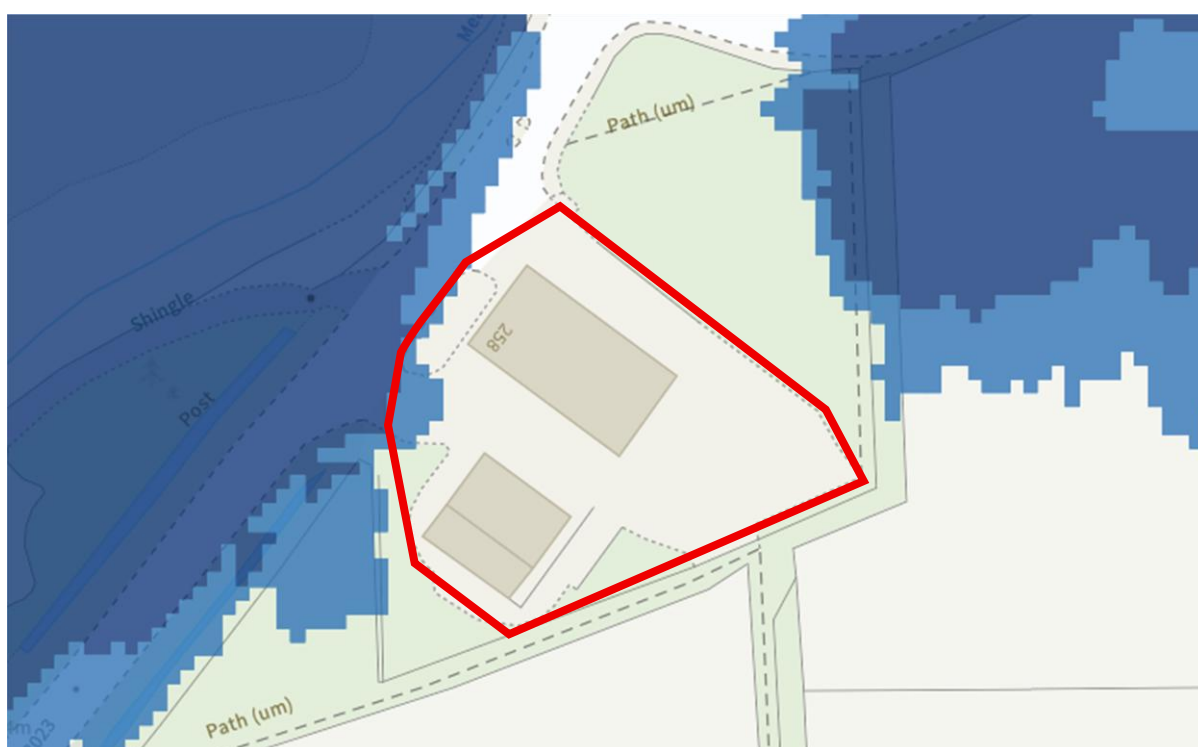


Figure 2: Surface Water Flood Risk (1 in 1000)



- 2.12. The Exception Test is not required for this development, as it is appropriate within Flood Zone 2 and does not fall within a vulnerability classification that would trigger the need for further testing.
- 2.13. In summary, the site is partially subject to a medium probability of tidal flooding, with low risks from other sources. The proposed development does not increase flood risk, does not introduce vulnerable uses, and is therefore considered acceptable in flood risk terms.



Chapter 3

Avoid Flood Risk

3.1. The NPPG advises that...

A proportionate approach should be taken. Where a site-specific flood risk assessment demonstrates clearly that the proposed layout, design, and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development (therefore addressing the risks identified e.g. by Environment Agency flood risk mapping), without increasing flood risk elsewhere, then the sequential test need not be applied.

3.2. The proposal relates to the replacement and installation of signage within an existing operational service station. As such, the development is inherently site-specific and cannot reasonably be located elsewhere. The Sequential Test is therefore satisfied.

3.3. The design and layout of the signage have been informed by operational requirements and safety considerations. The proposal does not involve intensification of use or expansion into higher risk areas and therefore aligns with the sequential approach to managing flood risk.



Chapter 4

Control Flood Risk

- 4.1. The development does not involve any alteration to existing ground levels, and all signage will be installed within the current site profile.
- 4.2. The proposed signage will not obstruct or divert flood flow routes across the site. The open and dispersed nature of the structures ensures that floodwaters can pass freely. The proposed signs would also replace the existing signage and so would not represent a material change to flow routes on the site.
- 4.3. No new flood defence or management infrastructure is required as part of the proposal. The development does not rely on such measures to remain safe.



Chapter 5

Mitigate Flood Risk

- 5.1. The proposal does not introduce any additional risk to people, as it does not involve habitable space or permanent occupation.
- 5.2. Any damage to signage during an extreme flood event would be limited in scale and easily rectified. The proposal does not result in significant economic risk.
- 5.3. The development does not affect essential services or critical infrastructure.
- 5.4. The proposal does not result in any loss of floodplain storage or impede the conveyance of floodwater.
- 5.5. There are no changes to surface water drainage arrangements, and therefore no increase in runoff rates or volumes.



Chapter 6

Management of Flood Risk

- 6.1. The proposal does not alter existing access arrangements. Safe access and egress to and from the site will continue to be provided via the established road network.
- 6.2. An evacuation plan is not required due to the absence of vulnerable uses or permanent occupants associated with the development.
- 6.3. Residual risks are limited to potential damage to signage during extreme flood events. These risks are considered acceptable given the nature of the development.



Chapter 7

Summary of Measures

- 7.1. The proposed development comprises the installation and replacement of advertisement signage at an existing and established petrol filling station located at 258 Havant Road, Hayling Island. The site is partially located within Flood Zone 2, indicating a medium probability of flooding from tidal sources. Notwithstanding this, the proposal relates solely to minor, non-habitable structures which are appropriately classified as less vulnerable development in accordance with national planning guidance.
- 7.2. The Flood Risk Assessment has considered all potential sources of flooding, including tidal, fluvial, surface water, groundwater, sewer, and artificial sources. Of these, tidal flooding represents the primary risk to the site, with all other sources posing a negligible or low level of risk. Importantly, the development does not introduce any new habitable accommodation, nor does it increase the vulnerability of the site to flooding.
- 7.3. The proposal does not involve any changes to ground levels, built footprint, or drainage arrangements, and therefore will not result in any increase in flood risk elsewhere. The structures are limited in scale, widely spaced, and do not impede the movement of floodwaters.
- 7.4. In terms of safety, the development does not give rise to any additional risk to people. The signage will not be occupied and does not require refuge or evacuation measures. Any residual risks are limited to potential damage to the signage itself during an extreme flood event, which would not result in wider safety implications and can be readily managed through maintenance and replacement.
- 7.5. The proposal has also been considered in the context of the Sequential Test. As the development relates to replacement signage within an existing operational service station, it is inherently site-specific and cannot reasonably be located in an area of lower flood risk. The proposal is therefore compliant with the sequential approach set out in national policy. The Exception Test is not required, as the development is appropriate within Flood Zone 2.



- 7.6. Overall, the development represents a like-for-like replacement and minor enhancement of existing signage associated with the lawful use of the site. It does not intensify the use of the site, increase flood risk, or introduce vulnerable receptors. The proposal is therefore considered to be fully compliant with the National Planning Policy Framework and Planning Practice Guidance in respect of flood risk and coastal change.
- 7.7. In conclusion, it is demonstrated that the proposed development is safe for its lifetime, will not increase flood risk elsewhere, and is appropriate for its location within Flood Zone 2. Accordingly, the development is acceptable in flood risk terms and should not be precluded on this basis.
- 7.8. The proposed development comprises the replacement and installation of advertisement signage within an existing service station that is partially located within Flood Zone 2. The development does not introduce vulnerable uses, does not increase flood risk elsewhere, and does not impede flood flows or reduce flood storage capacity.
- 7.9. Given its limited scale, non-habitable nature, and compatibility with national and local planning policy, the proposal is considered to be appropriate in flood risk terms.