

Dave Parham's Deputation to the Call In/Scrutiny meeting re the Transport Assessment Addendum 10 March 2020

Thank you Chair.

We do not have the time here to tell you what you need to know.

Still ... Contrary to what is stated in the Addendum, Hayling Island is a unique and vulnerable island community whose quality of life looking forward will be bounded by two over-riding limiters – the flow/capacity of the single-access A3023 and the coastal flood risk.

This Addendum does not rectify the fundamental shortfalls of the TA in that the strategic deficiencies are not corrected for:

- A the objective to establish and maintain a sustainable infrastructure for the lifecycle of the planned development (as required by the Department for Transport and the Advisory Group constitution.) And
- B the requirement to implement infrastructure improvements ahead of any agreed developments.

Firstly, the flood risks:

80% of the Island's coast (from Beachlands clockwise up the west coast to the bridge and down the east coast to Cockle Rythe – the recycling centre) does not satisfy this requirement and therefore is unlikely to attract funding from this source. And looking at the flood issues across the country, funding seems even less likely.

In addition, over 50% of the Island's landmass is classified flood zone 3 based on the old tidal prediction of .7 metres sea rise in a century. This prediction has now doubled to 1.4 metres and will be included in the base for the new coastal strategy. A further increased projection could be likely later in the year.

The large housing allocation projects on Hayling should consequently be delayed until the reality of the Island's future is known and understood.

This is the last chance to get this infrastructure plan right. Do it now for the future generations and call for the TA to be corrected.