

## HBC LOCAL PLAN WITHDRAWN BUT 836 HI HOUSING ALLOCATIONS REMAIN

IN JANUARY, the Government Inspectors – for the third time – repeated their recommendation that HBC withdraw their Local Plan, correct its numerous deficiencies, and re-present it for Community Consultation and a new examination by the Inspectors.

This struggle continues as HBC – with good reason – fear a tsunami of windfall housing applications, as HBC do not have the 5-year housing stock required by law,

You need to know that your many resident representatives have worked hard over the past three years to prevent this situation by citing the same advice now being offered by the Inspectors to HBC.

HBC are now about to withdraw the Local Plan, and follow the Inspectors' recommendations. However, HBC will continue with the housing allocations, and with updates to the HI Transport Assessment (TA), with a new process called *Housing Delivery Action Plan*, based on a Position Statement. But worryingly, this is a process which we believe may well reduce the involvement of HI residents in the process. The following is a quote from the Position Statement:

*“10.1 There is no requirement for the Housing Delivery Position Statement to be subject to public consultation as a non-statutory document.*

*10.2 The Housing Delivery Position Statement sets out how a national policy will be applied in Havant Borough, bearing in mind the particular circumstances present Monitoring Officer comments Date: 8 February 2022 The Constitution places the Local Development Plan and Development Plan Documents as part of the Policy Framework reserved to full Council for approval/determination (paragraph 3.2.2 (c) of Part 2 Section B). The recommendations contained within this report are accordingly for Planning Policy Committee to consider and for Full Council to determine. at this time. The application of these national policies is not a matter which can be consulted on. “*

We have written to Council Leader Alex Rennie and Cabinet Lead for Planning Clare Satchwell outlining our views, and are looking forward to a positive response.

We have also reiterated our concerns regarding the Local Plan, which, even in these challenging times, should still be their primary focus.

We are concerned over the TA. If the same Consultants who produced the unsound TA, as examined by the Inspectors, are to be used again, there is a real risk that more inappropriate parameters and mitigation options could be chosen. We are convinced, as are the Inspectors, that the actual peak traffic loading data must be used from whatever time periods they occur, devoid of unnecessary smoothing. All these data are recorded in minute detail from the permanent counter at the bridge for the past 15 years.

HBC have now announced a series of meetings on a revised TA methodology prior to commissioning corrective action. We have asked that Dave Parham and Professor Nick Hounsell be invited to these meetings. Professor Hounsell is an internationally recognised roads' expert who has been advising us throughout.

The flood risk to the Island over time is significant, and the Coastal Partners Coastal Strategy is due for initial review by the Stakeholder Group in April, but we are already calling for the risks to the A3023 throughout its length to be recognised and planned for out to 2100, as is the case with the Island's coast.