

Please let me introduce myself, my name is Ivonne Agosti, I work for Peter Marsh Consulting as a Project Manager and I am currently working on the project. Further to Ben's email, please find below the reply from our advisors to the comments made (attached for ease),

Firstly, please note the attached drawing which is I believe the current iteration of the layout plans for Car Park 6 at HSDC South Downs,

As discussed with Ben, I believe that a number of the comments dating from September 2022 have been overtaken by the development of the design in the intervening period, however, I hope that my following comments are useful in response to the issues raised.

1. It is understood that HCC Highways had concerns regarding the possibility of students parking in the surrounding streets following reductions in parking numbers at the site. The Council has suggested to HSDC to introduce a Traffic Regulation Order for Residents' Parking Zones in the surrounding streets, and we agree that this is a sensible approach, and that subject to the financial amount being disclosed, HSDC would be wise to agree to this. Could you please advise how much is the contribution required?
2. We discussed that there is not currently any allocation of parking specifically to staff or students and that HCC Highways wants to see an allocation made. It may be necessary therefore to designate certain of the parking areas to staff and others to students; the overall levels of demand for each type of parking should be used to enable this designation. Looking back at the TTL Strategy, under section 2.2 it was discovered that 247 car spaces would meet Havant Borough Council standards for staff parking. In that context, perhaps designating the other 208 spaces for student use would be acceptable?
3. The comment from HCC Highways regarding parking demand being increased by a 3-day instead of a 5-day teaching week is based on a misunderstanding. The point is that each student will only need to be on-site up to 3 days per week, reducing parking demand in comparison to previous arrangements where they might have had to travel in 5 days per week. Hence overall levels of student parking demand are reduced by 40% as a result of this policy; staff parking demand will also reduce due to fewer staff needing to be on-site every day.
4. The transition to a permit regime is simple: from a given date, all new students will need to apply for parking permits – hence over a 2-year period, there is a gradual transition to all students being required to have permits in order to park on-site.
5. HCC have asked for additional details of the permit system. Our response is that the decisions on eligibility will be made by the College in line with a clear framework based on journey time and distance and that all decisions are final.
6. The TTL Strategy is a Travel Plan, which contains objectives, targets and measures to promote and enhance sustainable travel behaviours and choices.
7. We believe that the design queries regarding CP6 should be resolved within the attached drawing. If there remain concerns, let us know and there may be some opportunity to refine and discuss these matters.
8. The updated lighting design which addresses the lighting comments is in process, it will be sent shortly.

I hope that this information proves helpful. Should you require further assistance please do not hesitate to contact me,

Kind Regards,

Ivonne

PMc | **Ivonne Agosti**
Project Manager