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Date 26 April 2024

My reference 053111 (6/3/13/351)

Your reference APP/23/00928

Email havantdc@hants.gov.uk

Dear Ms Wells,

Havant College, Barncroft Way, Havant, PO9 1QL

Erection of new three storey teaching building and provision of 8No. additional parking spaces, 14No. cycle spaces, new fencing and landscaping.

Thank you for your re-consultation on the above full planning application. In response to previous comments raised by the Highway Authority dated 28 February 2024, and a meeting held on 20 March 2024, the applicant has submitted a revised Transport Statement (hereafter, TS) dated April 2024. The Highway Authority have reviewed the submitted TS and have the following comments to make.

Policy Status

The TS has been updated to refer to the revised NPPF dated December 2023. Additionally, reference has been made to Hampshire County Council Local Transport Plan 4. The applicant should be made aware this is now adopted policy and will be relevant when determining this planning application.

Walking and Cycling

The Highway Authority requested a WCHAR and Healthy Streets assessment to be undertaken to support this application. Due to the scale of the development, it was agreed with the applicant that the assessment scope should audit the pedestrian and cycle infrastructure within a 200m radius from the site and cover all access points into the college. The WCHAR should identify any deficits in the infrastructure that would benefit from improvements to improve the walking and cycling connectivity to the site.

The TS and WCHAR is conflicting when suggesting whether pedestrian or pedestrian and cycle access is available into the college from the accesses located along New

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Road and Petersfield Road. The applicant has however confirmed that cycle access is also available from these pedestrian access points. This is considered acceptable.

The WCHAR assessment provides a more in-depth review of the pedestrian and cycle infrastructure which was summarised within the initial TS. The WCHAR concludes that the pedestrian and cycle infrastructure within the vicinity of the site is generally good. However, there are some clear off-site deficits that require improvements which are discussed further within this response.

The Highway Authority also requested that the WHCAR considered the internal connectivity of the site with several internal routes identified. It appears that the Petersfield Road pedestrian gate is better connected internally to the proposed new teaching block and cycle parking. A clear deficit has been identified for the south pedestrian gate from New Road with opportunities to provide an improved pedestrian connection which the applicant notes could be provided as part of a future landscaping strategy. The Highway Authority disagree and consider that this should be implemented to support this planning application. The proposed connection shown however conflicts with the location of the additional parking to be provided as part of this planning consent. An alternative pedestrian connection should be considered to the rear of the additional parking bays. This will be secured through an appropriate planning condition with the strategy to be agreed and implemented prior to occupation.

As raised within the previous response issued by the Highway Authority and discussed directly with the applicant, the site benefits from a recent TCF scheme which provides improved pedestrian and cycle connections from the College to Havant Railway Station. To a point, the site is already well connected to both Havant and Bedhampton railways stations and Havant Town Centre which has been identified within the supporting WCHAR assessment.

Notwithstanding, there is a clear deficit in the infrastructure with an identified capital scheme which remains unfunded. This deficit has not been identified within the supporting WHCAR assessment. The capital scheme provides improvements to the pedestrian and cycle infrastructure along New Road from Barncroft Way to tie in with the existing infrastructure along with improvements to the existing toucan crossing on New Road. The college provides a key emphasis on sustainable travel to and from site however, sustainable travel and the measures secured within the travel plan can only be encouraged if there is appropriate infrastructure to facilitate this.

The Highway Authority acknowledge that the proposed extension of the TCF works benefit a wider range of users accessing the town centre, railway station, leisure centre and other services that can be accessed via this provision, which is greater than the additional footfall generated by the additional teaching block. Therefore, a fair and proportionate contribution has been calculated offsetting this against the wider benefit.

The Highway Authority have agreed with the applicant a financial contribution of £35,000 towards these works. The agreed contribution figure equates to 4.5% of the

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total scheme cost, which is considered reflective of a reasonable assumption that the demand for the college from this direction of travel based on the increased occupancy and reduced parking provision.

Whilst the applicant has raised additional deficits in the walking and cycling infrastructure within the WCHAR assessment which would benefit from improvements, the Highway Authority consider that this identified scheme has a long-term wider benefit and therefore based on the scale of the development no further improvement works are to be sought from this application.

Personal Injury Accidents (PIA)

The Highway Authority requested that the applicant obtained PIA data from Hampshire Constabulary directly for the most recent 5-year period. However, due to the tight timescales of the project the applicant would not have received the required data in time consequently putting the secured DfE funding to provide this building at risk.

In this instance, and in the interests of moving matters forward, the Highway Authority have undertaken their own internal review of the accident data for the most recent 5-year period (01 January 2019-31 December 2023) utilising the study area provided within the initial TA and extending this to cover Havant Station. Therefore, the applicant does not need to obtain any further data sets.

In total 44 PIA's (1 fatal, 11 serious and 32 slight) occurred within the study area over the study period identified. The fatal accident occurred at the B2149 Petersfield Road and The Drive junction whereby a pedal cyclist egressing The Drive and collided with a moving vehicle along Petersfield Road.

The Highway Authority have reviewed the accident data in detail and note a cluster of accidents at the Barncroft Way/New Road junction and on the Park Road North approach of the Elmleigh Road/Park Road North/New Road/Petersfield Road roundabout. Notwithstanding, the Highway Authority is content that these are isolated accidents with no particular trend which is unlikely to be exacerbated by this development.

Trip Generation

Existing Staff Travel choices:

A new staff travel survey was undertaken in March 2024 for staff who solely work at the Havant campus. Travel choices and postcode data were provided for analysis from a total of 128 staff (85% of the FTE equivalent).

The survey outlines that 101 staff currently drive a private car equating to 78.9% of total respondents. More importantly, the survey outlined that staff would consider utilising alternative more sustainable modes including bicycle, bus and train which is promising when encouraging shift to more sustainable modes.

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Whilst the allocation of parking spaces for staff is less of a concern than students, the travel plan secured as part of this planning application includes measures to encourage sustainable transport modes to the college for both staff and students. The improvements to the sustainable travel infrastructure, of which this site is to contribute towards, also further increases the sustainable connectivity of the site particularly to the bus stops and railway stations to increase the accessibility of sustainable modes reducing the reliance on the private car.

Existing Student Travel choices:

Student travel surveys have been updated for those students who study at the Havant Campus. In total 147 students responded to the survey which has been extrapolated to estimate the current travel arrangements for the 1,038 enrolled students at the college.

The extrapolated data suggests that most students currently travel to and from the college via sustainable transport modes (773 students) which equates to 74.5%.

Notwithstanding, 192 students (18.5%) still rely on the private car to access the college which based on the existing parking quantum along with the staff travel patterns causes the demand to exceed capacity by 25%. It is evident that effective measures are required to manage the existing parking demand, notwithstanding the additional demand generated by the further college building. The travel plan implemented to support this planning application includes measures to encourage sustainable transport modes to access the college. The travel plan, along with the car parking management plan, will provide suitable mitigation to minimise any overspill parking occurring on the local highway network.

Proposed Staff and Student Travel Choices:

The proposed development has the potential to increase student numbers of up to 267. The TS has considered an additional 10 FTE staff to ensure a robust assessment on staff travel.

Staff Travel:

Using the travel patterns based on the staff travel survey, it is estimated there are to be 8 additional car drivers with the remaining 2 staff utilising sustainable transport modes or car sharing.

Student Travel:

Paragraph 4.3.3 of the TS estimates that only 45% of the additional 267 students will be utilising the building at any given time equating to 120 students. Transport mode choice for these additional students has been based on the travel patterns for existing students extrapolated for this quantum.

Of the 120 students, an estimated 22 are to travel to the college by private car with the remainder utilising sustainable modes or being dropped off at the college directly. Notwithstanding, an agreed car parking management plan and travel plan will be in place prior to occupation of the new college building and therefore there will be

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management measures in place for these additional students predicted to travel by car. The predicted demand will therefore be managed appropriately with details of this to be agreed prior to occupation through an appropriate planning condition.

Parking Provision

Surveys of the existing parking demand have been undertaken to establish the existing car parking demand at the college. The survey is to inform the car parking management measures to manage the available parking on site and justify whether the proposed additional 8 parking spaces is considered acceptable.

The parking survey results are shown within Table 5 of the submitted TS with parking counts taken in both the AM (10:30) and PM (14:30) periods where parking demand is at its greatest. The parking survey demonstrates that there are periods (Monday, Tuesday and Wednesday) where the south car park is over 100% capacity, and one occasion (Wednesday) where the north car park is also fully occupied within the AM peak periods. On average the parking occupancy for the south car park decreases in the PM peak periods, albeit the north car park increases but continues to remain below full capacity.

The TS suggests that the proposed 8 parking spaces is considered appropriate to accommodate the additional teaching demand based on the modal split for the 10 FTE equivalent staff. It is noted that the TS still refers to these being available subject to detailed design. Whilst this is usually not considered an acceptable approach, considering the implementation of a car parking management plan to manage parking, the Highway Authority are content that there will be appropriate management measures in place to ensure appropriate parking will be available for staff or students that require parking on site.

The applicant has not confirmed whether the proposed parking accords with Havant Borough Council's Parking SPD for staff. It is Havant Borough Council's responsibility as the Local Parking Authority to confirm whether the proposed quantum is considered acceptable.

Notwithstanding, as raised previously, the concerns of the parking quantum more relate to the allocation of student parking rather than staff. A car parking management plan is to be secured as part of any future planning consent to ensure that parking on site is managed appropriately to not lead to overspill parking on the highway. A TRO contribution of £12,000 has also been agreed to be secured which will be implemented should any nuisance parking onto the local highway network related to the college become a concern.

Following direct discussions, the applicant has confirmed the proposed parking spaces measure 2.4m X 4.8m to comply with HBC parking standards.

Cycle parking:

The applicant has confirmed through direct discussions that the existing cycle parking

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on site to be 31 cycle spaces. The LPA parking standards require cycle parking provision for educational establishments to be based upon travel data. Of the revised survey data undertaken, 3.9% of staff and 4.2% of students (45% on site at one time) are expected to cycle. Based on the travel data 26 cycle spaces would be required therefore the existing cycle parking exceeds the standards by 6 cycle spaces.

For proposed cycle parking, based on travel data figures as laid out above, a minimum of 6 cycle parking spaces would be required. Notwithstanding, given the need to increase the uptake of sustainable modes to the site to reduce reliance on the private car, 14 secure and covered cycle spaces are proposed. The Highway Authority consider this quantum to be acceptable given the proposed and existing cycle parking over provides in accordance with the parking standards.

The cycle parking facilities are to be located to the west of the business block and south of C block both existing buildings on the college campus. This additional cycle parking can be accessed from all 3 entrance points into the college (New Road, Barncroft Way and Petersfield Road) towards the proposed teaching block. The Highway Authority agree that this appears to be an appropriate location to accord with desire lines of cyclists accessing the college and the proposed teaching block.

Design and Mitigation Measures

Design Measures:

The Highway Authority have agreed with the applicant that the parking management plan can be secured through appropriate planning condition. This should be submitted to and agreed in writing with the Highway Authority prior to occupation of the new college building. The requirements of the car parking management plan to satisfy the Highway Authority will be outlined within the condition.

Policy Measures:

The revised TS continues to provide a summary of the relevant student policies from the South Downs campus travel to learn strategy (TTL).

The car parking demand survey has outlined the current demand across the current week with the proposed student demand clearly demonstrated within the trip generation as discussed above. It is currently not clear whether the 3-day week is currently in operation and has been assessed as part of the car parking demand survey and this should be clarified within any car parking management plan. Measures to ensure the car park and allocation of permits can accommodate the proposed 3-day week will be secured and agreed within the car parking management plan prior to occupation.

The Highway Authority previously requested further clarity on the permit only scheme, how the transition was to be proposed and how students were to be notified of this change to consider alternative modes of transport to access the college. Additionally, confirmation was requested as to where the acceptable 40-minute journey distance had been derived from when allocating permits for students. This has not been provided

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within the revised TS however clarity on permit allocation can be secured through the car parking management plan to be agreed prior to occupation.

The applicant has submitted travel heat maps to support this planning application however no key has been provided on the drawings. The Highway Authority are therefore unclear as to the numbers of students that would travel from the areas on the heat map that qualify for a permit. Notwithstanding, as part of the car parking management plan the method for allocating permits will be established and agreed with the applicant to be agreed prior to occupation. The travel heat maps should be included within the car parking management plan. This may require careful management depending on the availability of realistic alternative sustainable transport modes, the number of permits available and not just be based on a blanket 40-minute journey distance.

Travel Plan

The Highway Authority have reviewed the revised full travel plan R3 dated April 2024 and are satisfied that no further amendments are required. The full travel plan is therefore agreed and will be secured through the S106 agreement along with the associated approval and monitoring fees for the development.

Construction Traffic Management Plan

The applicant has submitted a Construction Management Plan (hereafter, CMP) to support this planning application. Compliance with the agreed CMP will be secured through an appropriate planning condition.

An initial CMP was submitted to the Highway Authority where a number of comments were raised. In response to these comments a revised CMS has been submitted. The Highway Authority have reviewed this document and are content with the measures and the submitted information in managing construction activities and associated movements. The following comments however made as Additional measures may be considered appropriate to be included within the CMP as construction activities commence due this being a live document.

The location of the site compound as shown within drawing BSB-HAV-002 Rev 1 leads to a temporary loss of 9 existing parking spaces at the college. On balance considering A-level students are due to be finishing or considered to not be on site as often, and due to the site constraints, this is considered acceptable. Additionally, ahead of the Autumn term in September 2024, the applicant can begin to implement the measures within the agreed travel plan to manage parking demand on-site into the new academic year. Should the Highway Authority be made aware overspill parking because of the construction activities to be an issue (either contractor, staff, or student) additional measures may need to be included to manage parking.

The Highway Authority note the arrangements regarding scheduling of deliveries to ensure more than one does not occur at the same time; however, the CMP is conflicting when suggesting 'appropriate arrangements' will be made should more than one

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vehicle require access. The applicant is reminded that under no circumstances should any waiting occur on the highway. Additional delivery management measures may be considered necessary should any waiting on the highway occur because of the construction arrangements.

Recommendations

Having regard to the above the Highway Authority provide no objections to this planning application subject to the following S106 obligations and conditions.

S106 Obligations:

- Prior to occupation a financial contribution of £35, 000 with respect to walking and cycling improvements within Havant Town Centre.
- Prior to occupation a financial contribution of £12,000 with respect to a traffic regulation order
- Prior to occupation, the full travel plan to be submitted to and agreed in writing with the Highway Authority
- Prior to occupation payment (by developer) of HCC fees in respect of approval (£750) and monitoring (£5,000) of the full travel plan
- Prior to occupation, provision of a bond or cash deposit of £11,000 in respect of measures within the travel plan

Conditions:

- Prior to occupation a car parking management plan to be agreed in writing with the Planning Authority in consultation with the Highway Authority. The car parking management plan should include the following measures to ensure any overspill parking on the highway is avoided:
 - a) Number of allocated parking spaces for students and staff
 - b) Summary of the allocation of the parking permits and the method as to how these are to be allocated based on travel heat maps and access to sustainable transport opportunities
 - c) Reference to a constant review of the parking permit allocation and parking management measures

Reason – In the interests of Highway Safety

- The applicant is to comply with the measures in accordance with the agreed Construction Management Plan Rev 02 dated April 2024

Reason – In the interests of Highway Safety

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- An internal footway connection from the South Gate to be agreed in writing by the Highway Authority in consultation with the Planning Authority and to be implemented prior to occupation.

Reason - In the interest of improved sustainable transport connections into the site

Yours sincerely,

Sophie Osborne
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