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<i>Date</i>	21 November 2024	<i>Email</i>	havantdc@hants.gov.uk

For attention of Ms Miszewska

Dear Madam,

**Re: Construction of a new college car park | The South Downs College,
College Road, Purbrook, Waterlooville, PO7 8AA**

I refer to your re-consultation for the above planning application, and would offer the following comments. Further to the previous HCC consultation response dated 20 September 2022, these comments are made following on from the additional information which has been submitted, including an updated site plan, the agent email response, and the response provided in relation to the request for a Traffic Regulation Order.

Proposed Car Park Layout

The amended car park layout is shown on drawing 304260-SWH-ZZ-XX-DR-C-0700 Rev. P09.

The proposed retaining wall is located a significant distance from the highway, therefore there are no comments to make on this aspect of the proposals and the design and potential implications of the wall should be considered by the LPA.

The proposed aisle widths are shown to be between 6.0m and 7.1m, and are therefore considered to be acceptable.

There are no concerns with the location and layout of the motorcycle and bicycle parking areas.

The proposed parking space dimensions should be shown on a plan. These should accord with the Havant Borough Council Parking SPD document.

The access to the car park is of a non-standard alignment and is shown at an acute angle where it links to car park 5. This means that it would be difficult to exit the access, as drivers exiting the car park looking left would be looking over their shoulder at an awkward angle. The angular alignment at the access and at the first bend means that vehicles would be likely to take the natural desire line over the shortest path, which crosses the centreline. This is likely to lead to conflicts between vehicles, and potentially pedestrians. Consideration should be given to amending the access to a more standard arrangement, or reducing the angle of the access.

The junction visibility splays should be shown at the car park 6 access.

A vehicle swept path analysis plan should also be provided which shows two cars passing at the site access.

Travel To Learn Strategy (TLS)

The Highway Authority previously provided a number of comments on the proposed Travel to Learn Strategy for the South Downs College campus.

Car Parking Demand Appraisal:

Previous comments were raised in the previous formal response on the car parking count that has been undertaken. This has not been clarified. Irrespective of this, given the HBC parking standards, the Highway Authority consider it a sensible approach to provide allocated parking for staff with the remaining parking to be allocated to students via the permit system. It was previously understood that 455 car parking spaces were to be available on site. Based on information provided by the agent it is understood that 247 car parking spaces are required for staff in accordance with the HBC Parking Standards, with 208 parking spaces remaining to be allocated for visitors and students. The Planning Authority should confirm whether this understanding is correct and acceptable and the numbers required to be allocated for visitors. Agreement with the Planning Authority on these numbers will confirm the number of spaces available for permit allocation to feed into the framework.

Given that the remaining 208 parking spaces (when excluding those numbers are required for staff) are to be allocated through a permit system, the applicant is not required to undertake any further car parking survey work.

Staff and Student Survey:

The Highway Authority are yet to receive clarity on under what circumstances the previous staff and student survey was undertaken. Given the time in which the previous application was submitted it would seem appropriate to

undertake revised student and staff surveys to ensure this is reflected on the most recent travel options. The Highway Authority seek clarification on the current and future model student numbers on site in any given day.

Reduce the Need to Travel:

The Highway Authority remain concerned that condensing a 5-day teaching week into a 3-day teaching week will increase the parking demand on site. Naturally, a transition to a 3-day week from a traditional 5-day week will place additional demands on the existing parking situation with students condensed into days. Whilst it reduces the need for any travel across the week it would increase the concentration of students within a given day across the whole day. As raised above, greater understanding of student demand across the week as is current is needed to support this planning application and the permit allocation system.

Student Permit Parking:

The applicant outlines that the College decisions on the permit eligibility system is final and will be developed in accordance with a framework based on journey time and distance. Whilst the Highway Authority appreciate that the allocation of permits is for the college to manage, it needs to be allocated in a way which will not lead to private car reliance and potential overspill onto the highway network. Therefore, agreement needs to be sought with the Highway Authority on the strategy imposed. The Highway Authority generally support the greater emphasis on sustainable travel modes to the site, however the measures to discourage driving to the site need to be robust. No further information has been provided by the applicant on framework for allocating permits in response to those previous concerns raised. This should be clearly set out for agreement with the Highway Authority.

As previously requested, the travel heat map should also be updated outlining the typical number of students travelling from each location highlighted that would qualify for a permit as well as the number of permit spaces available to understand if there are enough spaces to meet the demand. Further consideration to the allocation of permits may be required should the demand exceed supply.

The applicant has pushed back on the request for a TRO given that the car park allocated for the housing development has been fenced off since 2022 and therefore not available to accommodate parking on site. As raised above, it is unclear whether the college has been operating under their revised arrangements since the previous information was provided and comments were raised. Irrespective of the above, the Highway Authority remain of the view that the college should commit to funding a TRO. This will enable future parking controls along Atlantis Avenue and Apollo Drive to be implemented as

deemed necessary by the Highway Authority to better manage the presence of overspill parking should this occur as a result of the permit parking scheme.

Whilst this application has been dormant, the Highway Authority have developed 'future vision' works for College Road which have been drawn up by the adjacent housing development (APP/22/00439). These proposals involve the reallocation of road space and removal of right and left turn lanes for both the development and the College along College Road to provide dedicated off-carriageway segregated facility which will also improve connections to the college itself. The existing road alignment and allocation of available highway land provide limited opportunity for provision for cyclists off-carriageway without the reallocation of existing carriageway space. Given the need to encourage sustainable travel to the college site to reduce the reliance on the private car, not only to reduce overspill parking on the highway network but also to accord with the NPPF and LTP4, the Highway Authority would seek a proportionate contribution towards the delivery of these works given it will directly benefit the college. The Highway Authority secured a financial contribution of £35,000 from the Havant campus and this would be considered an appropriate figure for this site given the reduced parking provision and the need to encourage sustainable travel opportunities. The Highway Authority welcome agreement with the applicant on this contribution figure.

Travel Plan:

The Highway Authority previously requested that a travel plan was submitted to support this planning application. The response to comments submitted by the agent suggests that the TTL is intended for use as a travel plan. Whilst it is acknowledged that this includes objectives targets and measures the TLS assumes that provision of a permit system will encourage students to use sustainable modes. Recent planning approval for the Havant campus in April 2024 (APP/23/00928), secured a separate travel plan and a car parking management plan to support the proposals of revised parking arrangements. A standalone travel plan is therefore required to support this planning application and will be secured through a s106 agreement.

Irrespective of the above, the Highway Authority have previously raised concerns on the contents of the TLS and these have not been appropriately addressed. The Highway Authority remain concerned as to how the management of parking is to be achieved. It is recommended that the applicant considers a similar approach to that agreed for Havant College, acknowledging that the contexts of the sites are different with differing opportunities towards use of sustainable modes.

Recommendation

Further information and amendments to the layout are required to address the comments which have been made in this response. The Highway Authority

also welcome a further discussion to discuss the car parking management measures with the applicant.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne should you require any further information.

Yours faithfully,

Sophie Osborne
Senior Transport Planner - Highway Development Planning
Hampshire 2050