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Date 20 May 2024

My reference 053063

Your reference APP/23/00996

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Dear Lesley,

McCormack House, 56A East Street, Havant, PO9 1BS

Change of use from office use (Class E) to education use (Class F1) and associated external alterations to the building and its curtilage, including provision of a multi-use games area (MUGA) and new fencing.

I refer to your re-consultation for the above planning application and would offer the following comments.

Proposed Internal Layout and Car Park Management

Concerns were previously raised regarding the proposed pupil drop off and pick up arrangements which would occur near the site access, as this would have the potential to result in congestion near the access and on the highway. Additional information has subsequently been provided in the form of a Drop Off and Pick up Management Plan (DPMP) dated 15 April 2024. The document provides details of how school drop offs will be managed, which briefly consists of:

- Staggered intake of pupils between 08:00 – 09:30 hrs.
- Staff presence to manage the use of car park.
- All vehicles to use the main car park, with vehicles directed to the drop-off area by staff.
- DPMP promotion on the school website, inductions and pupil welcome packs.

Director of Hampshire 2050
Gary Westbrook

The DPMP is intended to be a live document which would be reviewed and amended by school staff once the development is operational, and additional measures such as dedicated time slots would be introduced if necessary.

Based on the information provided, it is unclear how pick ups would be managed during the school afternoon peak period.

The management of pupil drop-offs is fundamental to ensure that congestion does not occur within the site, and the DPMP goes some way to resolving the Highway Authorities concerns. However, further information and amendments are requested.

It is unclear how the staggered intake would operate or how the introduction of dedicated time slots would work in practice. There are numerous reasons why it could be difficult to control the slots and issues such as children's care needs and peak hour congestion could mean that arrivals are not spread evenly throughout the drop off period.

A conservative estimate of staff demand suggests there would be approximately 13 spaces available for use by parents/taxis for pick up/drop off arrangements. Assuming a reasonable level of single occupancy trips and car sharing, pupil drop off demand could equate to around 12 vehicles being on-site at any one time, on average. Although it is accepted that the proposed level of parking provision meets the local parking standards, the proposed use along with the bespoke parking management strategy could mean that the car park at or above full capacity. This would be undesirable and could potentially lead to congestion within the site. On this basis, further mitigation measures should be included in the DPMP, including prioritising the use of the car park for drop off purposes.

Given the site's location, there are numerous opportunities for staff to park within the adjacent public car park or elsewhere within Havant town centre. There are also opportunities for staff to travel in a more sustainable manner including using public transport. On this basis, one of the mitigation measures in the DPMP should include monitoring parking demand, and if necessary, ensuring that some of the spaces are kept free for drop offs in peak times, with staff encouraged to park elsewhere or use public transport.

As discussed in the previous HCC consultation response, the use of 'Sheffield stand' cycle spaces are inappropriate for long-term staff use. It is unclear where the long-term cycle parking is located.

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Traffic Impact and Site Accessibility

As discussed in the previous HCC consultation response, taking existing congestion into consideration, a material increase in traffic on the local highway network would not be acceptable and appropriate mitigation is required to ensure that active travel and sustainable travel choices are maximised, thereby reducing the proposed level of traffic generation as much reasonably as possible. This is a fundamental requirement to ensure that the accessibility of the development is maximised, in line with local and national policies.

The County Council are progressing several schemes in the area which seek to improve accessibility and sustainable travel, and details of a scheme has been passed on to the consultant. However, an appropriate contribution amount has not yet been put forward for consideration.

Travel Plan

The submitted Travel Plan is acceptable in principle. However, the document should be amended to include an example of the travel survey form that the TPC intends to submit.

Recommendation

Outstanding issues remain in relation to the management of the car park, cycle parking provision, the Travel Plan, and the contribution towards sustainable and travel to mitigate the development impacts. On this basis further information is requested.

Yours sincerely,

Gemma McCart
Team Leader

Director of Hampshire 2050
Gary Westbrook