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Enquiries To Jonny Elliott

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Date 19 June 2024

My reference 053497

Your reference APP/23/00996

Email havantdc@hants.gov.uk

Dear Ms Wells,

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 in relation to the staggered pupil intake and how the introduction of dedicated time slots could operate. Issues such as children's care needs and peak hour congestion would mean that arrivals may be difficult to control and would not be spread evenly throughout the drop off period. The DPMP does not propose specific time slots, and states this would be considered following the opening of the school. On this basis, it is not clear how the time slots could operate in practice without causing adverse effects to the operation of the highway.

Concerns were also raised in relation to car park capacity and the potential for congestion to occur within the site in the event that the car park was at full capacity. It is acknowledged the revised DPMP has identified areas adjacent to the turning and delivery areas which could provide an additional 12 overspill parking spaces.

Paragraph 2.10 of the DPMP states that if needed, other mitigation options such as encouraging staff members to park elsewhere or use public transport *could be*

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implemented. This is a fundamental requirement to ensure that priority is given to pupil drop offs, therefore the DPMP should be clearer and confirm this will be implemented if the car park or if drop offs are causing congestion within the site or on the highway.

Although further information has been provided in relation to the drop off management strategy, concerns remain and fundamentally, it is considered that the reliance of a burdensome management plan to control parking to ensure that congestion does not occur in the vicinity of and within the highway is undesirable. This includes within the car park itself which has highway status for non-motorised users and the interaction with unnecessary vehicle movements should be limited especially at peak times.

On this basis, it is suggested that consideration is given to non-highway solutions that seek to remove drop offs/pickups completely from the front of the building in such close proximity to the access and avoid vehicles having to manoeuvre and park several times in order to undertake a single drop off or pick up. This could include amendments to the building and site layout to allow drop offs to be facilitated from within the car park to the side of the building. Consideration could also be given to exploring the use of the existing Grove Road access to the south; however it is acknowledged that this may present difficulties due to the presence of on-street parking and would likely require amendments to the access provision.

As discussed in the previous HCC consultation response, the use of 'Sheffield stand' cycle spaces are inappropriate for long-term staff use. The lack of appropriate long-term cycle facilities is likely to discourage staff and visitors to cycle to the site and is therefore considered to be contrary to local and national policies which seeks to encourage sustainable travel.

Traffic Impact and Site Accessibility

Concerns were previously raised regarding the development traffic generation and the likely increase in vehicle trips as a result of the development proposals, with the development expected to generate an additional 55 trips during the peak hour and 158 trips over the course of a typical day. Although it is accepted that many pupil trips would need to be undertaken by car, it is important to reduce the potential development traffic generation as much as possible and maximise staff and visitor sustainable travel choices and active travel.

HCC previously confirmed that there are several schemes which are being progressed in the area which seek to improve accessibility and sustainable travel within the town centre, including pedestrian and cycle improvements at the Brockhampton Road / Solent Road roundabout and additional connections for cyclists between Harts Farm Way and Brockhampton Lane. There are also proposals to provide missing cycle

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connections on Park Road between West Street and Havant Park, bus priority measures at the Elm Lane/Park Road South junction and crossing improvements and additional cycle connections on New Lane in the vicinity of Havant College. It is acknowledged that these schemes are not in the immediate vicinity of the site, however they seek to provide improved connectivity to the town centre in an approach to reduce car dependency into Havant Town, therefore creating capacity for development types such as this which are in their nature car dependent. An appropriate contribution is considered to be necessary to mitigate cumulative harm on the Park Road corridor and within the town centre which is already subject to significant congestion in the peak hours.

Travel Plan

There are no further comments to make on the submitted Framework Travel Plan.

Recommendation

Further information and amendments to the Drop off and Pickup Management Plan are required, and the proposals have the potential to result in congestion within the site in close proximity to the highway. This is considered to represent a highway safety concern.

The Highway Authority request further consideration of the management arrangements and site layout itself. Should the Planning Authority seek to determine the application ahead of this information being provided then please contact me for our formal recommendation on the site.

Yours sincerely,

Jonny Elliott
Consultant Transport Planner - Highways Development Planning
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