

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

<i>Enquiries to</i>	Holly Drury	<i>My reference</i>	054936
<i>Direct Line</i>	N/A	<i>Your reference</i>	APP/23/00996
<i>Date</i>	10 December 2024	<i>Email</i>	havantdc@hants.gov.uk

For attention of Lesley Wells

Dear Sirs

Re: APP/23/00996 At 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.

Thank you the further consultation on this application in relation to the revised Drop off and Pick up Management Plan.

In the previous response from the Highway Authority dated 18 September 2024 a number of matters remained which have been requested by the Planning Authority to be addressed prior to determination. These included:

- Monitoring and management of the two spaces in front of the building, and details of the procedure which will be implemented in the event that parking demand is higher than assumed in the DPMP or confirmation how the school would manage higher numbers of children dependent on a wheelchair.
- Details of how queueing will be managed within the car park.
- Parking demand monitoring procedure and trigger for decreasing staff parking levels and increasing visitor/drop off parking levels.
- Details of any additional measures which could be implemented, in the event that the assumptions made underestimate visitor drop off / parking demand.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

- Details of how the car park areas will be marked for different uses and the amendments to be made to facilitate all users.
- Commitment to the provision of a monitoring summary report which is sent to the LPA for approval on the first anniversary of the development being brought into use, with the Applicant monitoring the situation annually thereafter.

The revised DPMP has introduced a commitment at paragraph 1.3 to monitor annually the operation of the site and adjust the agreed arrangements if required. The document would remain a live document and compliance with the requirements secured at the planning stage would need to remain. Whilst flexibility is welcomed if significant changes are required these should be agreed through the Planning Authority, in consultation with the Highway Authority. It is noted that the monitoring of the DPMP includes observational data on the queue length and resulting impacts on the public highway. This information should be shared with the Highway Authority and the Planning Authority after the first school year, this review should be secured by appropriate obligations between all parties. The DPMP should be monitored for a period of 5 years with financial payment made to support the monitoring of the operation by the Highway Authority alongside the travel plan. Beyond this period of monitoring and any appropriate agreed adjustments the DPMP will operate as per the final agreed parameters.

It is noted that the school day is 9am to 3pm with drop off and pick up over an hour and a half window. Whilst this is implemented to spread the traffic it has implications to the cost-effective delivery of home to school transport and therefore the Education Authority should be consulted on the drop off and pick up arrangements prior to the first school year to minimise vehicle movements as far as possible. From discussions held between the Highway Authority and Education Authority the preference is for drop off and collection to be undertaken in shorter timeframes so as to allow multiple children where possible to be collected in one vehicle.

Reference is made to being able to amend the parking allocation at the annual review of the DPMP. If the parking allocation for staff or drop off provision is to be amended, it is considered that this should be evidenced as appropriate and agreed with the Planning Authority in consultation with the Highway Authority through the monitoring of the DPMP.

It is noted that the appropriate use for spaces would be marked prior to occupation as per drawing 143.0029.0006 Rev P02 and this should be secured via condition.

The additional allocation of parking provision for drop off facilities means 10 full time staff members would be without specific onsite parking, assuming all travelled by private car. Given the town centre location, availability of public parking and the realistic opportunities for staff to travel via sustainable modes this is not considered to be a concern. Havant Borough Council as parking

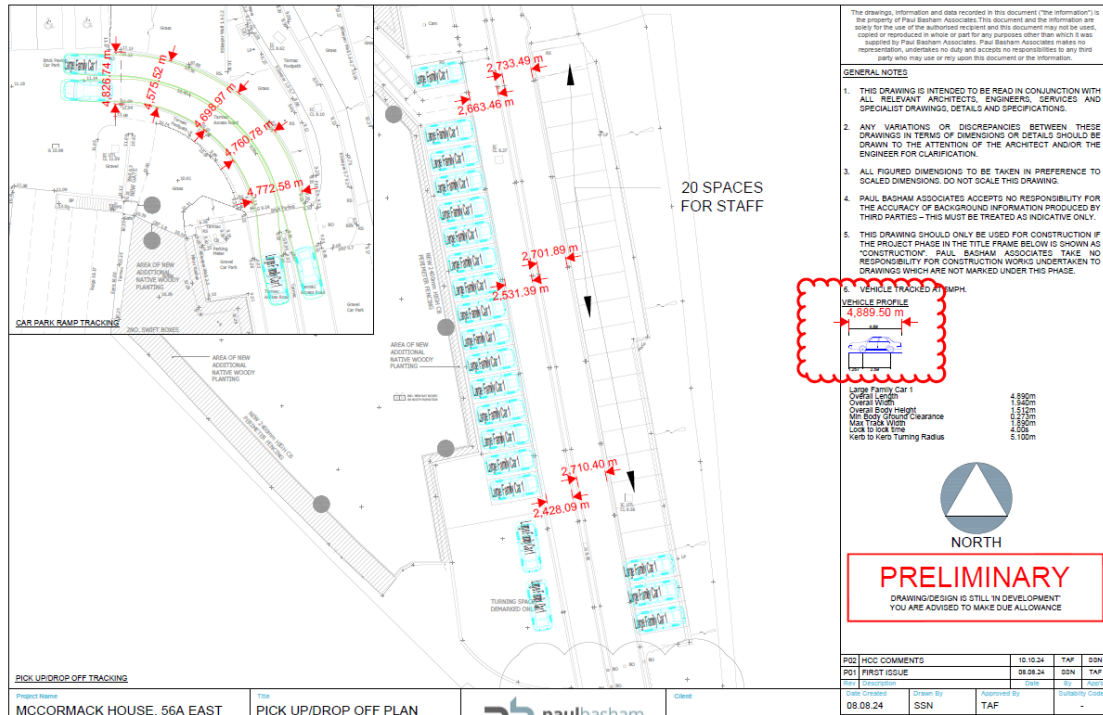
authority should determine if the parking provision is appropriate given the parking standards.

No improvements have been proposed to the surface of the car park as requested to address the levels issues and ensure the space is appropriate for use by all modes. The justification for this is due to a lack of evidence that the levels cause an issue of highway safety. Records of accidents involving cyclists are nationally under recorded and the Highway Authority consider that the presence of the levels alone present a highway safety concern and challenge to all users of all modes. This is an existing situation however and more materially it is noted that under the Permitted Development Rights the building could be brought into use as a nursery. Given that a nursery use would give rise to similar numbers of drop off movements the Highway Authority are unable to recommend refusal of the application based on the identified levels not being addressed through this application. It should be noted however that the view remains that the level changes within the car park are not to current design standards and present difficulties for users travelling through the site and accessing the proposed development. The Highway Authority welcome further engagement from the applicant should they wish to address the issue alongside adjoining landowners in due course.

Although the levels do not give rise to a reason for refusal under highway safety given the permitted development position the Planning Authority may wish to consider the matter further in relation to amenity and the suitability of the design for the proposed use.

The applicant has committed to maintaining vegetation to under 600mm in height however given the levels this usual highway requirement would be insufficient. The area between the ramp and the underpass should be landscaped and maintained so as not to cause a visibility obstruction. It is evident that this was previously grass and has lacked maintenance, resulting in its current condition. The area should be returning to grass prior to the operation of the site.

Tracking has been provided showing two vehicles passing on the ramp and it has been concluded that this is possible by the applicant. This is not agreed. The tracking drawings clearly show that the movement is extremely tight, tracked at a very low speed of 5mph and on the radius of the ramp conflict between the vehicles would occur. Dimensioned widths of the ramp have not been provided however Manual for Streets sets out a minimum width of 4.8m for two way movements and it is considered that the width of the ramp falls below this dimension. The Highway Authority have scaled the plan and the widths based on the drawings provided and these are shown below with a width below the 4.8m width the applicant has advised. The Highway Authority are satisfied that the ramp can operate on a give and take arrangement as existing but do not agree that two vehicles can pass each other.



It is noted that the workplace travel plan was agreed in the response dated 19th June 2024. The applicant has also agreed as set out in our response of the 18 September 2024 to the sustainable transport contribution.

Summary

The Highway Authority raise no objection to the proposed application given its current planning position and proposed management measures. Generally, the principle of the drop off arrangement and parking quantum are agreed as appropriate subject to suitably worded obligations supporting its ongoing delivery.

Conditions

- Prior to the consented development being brought into use for the parking area to be marked for drop off arrangements as shown in drawing 143.0029.0006 Rev P02
- To operate the consented development in accordance with the approved DPMP unless otherwise agreed in writing by the Planning Authority
- To undertake landscape maintenance to the area between the underpass and the car park access ramp, returning the area to maintained grass to ensure appropriate intervisibility between all users.

Obligations

- Prior to commencement of the site for the full travel plan alongside the DPMP to be submitted and agreed in writing by the Highway Authority

and for the site to implement the travel plan on commencement of operation.

- To operate the consented development in accordance with the DPMP for the first year and to undertake annual reviews for a period of 5 years, prior to the commencement of the new school year, to ensure safe and suitable operation of the site is established.
- To pay £1500 approval and £3000 per a year monitoring fee to the Highway Authority annually prior to the submission of each DPMP review for the approval and monitoring of both the DPMP and the workplace travel plan.
- £20,416.90 towards local sustainable transport improvement schemes

Yours faithfully,

Holly Drury
Principal Transport Planner - Highway Development Planning
Hampshire 2050