



Hampshire
County Council

Legal Services

Dated

18th *December* **2025**

Hampshire County Council

and

The Council of the Borough of Havant

and

Havant and South Downs College

**Planning obligation by deed of agreement
under section 106 of the Town and Country Planning Act 1990
and enabling powers
Relating to development of land at
The South Downs College, College Road, Purbrook, Waterlooville P07 8AA**

David Kelly
Assistant Director Legal Services and
Monitoring Officer
Hampshire County Council
The Castle
Winchester
Hampshire SO23 8UJ

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Date

18th December 2025

Parties

- 1.1 **Hampshire County Council** of The Castle Winchester Hampshire SO23 8UJ ('the County Council')
- 1.2 The Council of the Borough of Havant of Public Service Plaza, Civic Centre Road, Havant, PO9 2AX ('the Borough Council')
- 1.3 Havant and South Downs College of College Road, Purbrook, Waterlooville, Hampshire, P07 8AA ('the Owner')

2 Background

- A The Borough Council is a local planning authority for the purposes of Section 106 of the 1990 Act for the area in which the Land is situated.
- B The County Council is a local planning authority for the purposes of Section 106 of the 1990 Act for the area in which the Land is situated and is the local Highway Authority (save for trunk roads and special roads) and the Transport Authority for the purpose of the Transport Act 1985 and 2000 for Hampshire
- C The Owner is the freehold owner of the Land registered with title absolute at HM Land Registry under Title Number SH28676
- D The Owner has submitted the Application to the Borough Council for permission to develop the Land in accordance with the Planning Permission
- E The Borough Council has resolved to grant the Permission subject to the prior completion of this Deed.
- F The Owner has agreed that the Development shall be carried out only in accordance with the rights and obligations set out in this Deed.
- G The parties have agreed to enter into this Deed with the intention that the obligations contained in this Deed may be enforced by the Borough Council and the County Council against the Owners and their successors in title to the Land

3 Interpretation

- 3.1 In addition to the definitions set out in clause 3.2, a series of specific definitions are included in each of the schedules to this Deed to define

further terms and expressions and unless stated to the contrary the specific definitions in the schedules shall apply throughout this Deed where the relevant terms and expressions are used

3.2 In this Agreement the following expressions shall have the following meanings:

'1990 Act'	the Town and Country Planning Act 1990
'Application'	the application for planning permission submitted to the Borough Council for the Development and allocated reference number APP/22/00576
'Assistant Director Legal Services'	the Assistant Director for Legal Services and Monitoring Officer at the County Council or their appointed representative for the time being or successor
'Borough Council's Legal Costs'	the Borough Council's legal costs in connection with the preparation and completion of this Deed
'Borough Council's Monitoring Charge'	the sum of £3,892 (three thousand, eight hundred and ninety-two pounds) towards the costs incurred by the Borough Council in the provision of a suitably qualified and experienced person whose function is to monitor and enforce compliance with the terms of the Deed
'Commencement'	the carrying out of a 'material operation' (as defined in Section 56(4) of the 1990 Act) in connection with the Development save that for the purposes of this Deed and for no other purpose operations consisting of land clearance, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other

	adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure, the temporary display of Land notices or advertisements ecological surveys and mitigation works shall not be included (and 'Commence' 'Commencement' and 'Commenced' shall be construed accordingly)
'Contributions'	any one or number of the financial contributions required to be paid to the County Council pursuant to this Deed
'County Council Monitoring Fee'	the sum of £4080 towards the costs incurred by the County Council in monitoring the compliance with the planning obligations as they relate to the County Council in this deed and in discharging its statutory reporting obligations
'Deed'	this agreement made by deed
'Development'	the Development of the Land for the demolition of existing buildings and construction of a new college car park as set out in the Application
'Development Control Fee'	the sum of £1,250 incurred by the County Council's transport planning officers in connection with the preparation, execution and completion of this Deed
'Director'	the Director of Universal Services at the County Council or their appointed representative for the time being or successor
'Enabling Powers'	Section 111 and 120 of the Local Government Act 1972 (as amended)

	Section 1 of the Localism Act 2011, and all other enabling powers which may be relevant for the purpose of giving effect or validity to or facilitating the enforcement of the obligations created by this Deed
'Head of Legal Services'	the Assistant Director for Legal Services and Monitoring Officer at the County Council or their appointed representative for the time being or successor
'Index'	the relevant indexation model for the Walking & Cycling Contribution the 'All Items' Index of Retail Prices (RPI) published by the Office for National Statistics or amendment/replacement thereof;
'Index Linked'	increased in accordance with the following formula: Amount payable = the payment specified in this Deed x (A/B) where: A = the last figure published for the Index that applied immediately preceding the date that payment was received. B = the last figure published for the Index that applied immediately prior to the date of the Application
'Interest'	interest at 4% above the base rate of the Bank of England from time to time
'Land'	the land shown edged red on the plan reference and appended to this Deed being land at The South Downs College, College Road, Purbrook, Waterlooville P07 8AA and any reference to 'Land' includes a reference to any part of it

'Occupation'	occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations (and 'Occupy' 'Occupies' and 'Occupied' shall be construed accordingly)
'Parties'	the parties to this Deed and reference to a 'Party' shall mean any one of the parties
'Planning Permission'	the planning permission subject to conditions granted or to be granted by the Borough Council pursuant to the Application
'Subsequent Application'	an application for permission pursuant to s73 or s73A of the 1990 Act
'Subsequent Permission'	a permission granted pursuant to a Subsequent Application
'Working Day'	a day other than a Saturday, Sunday or public holiday in England

- 3.3 Where in this Deed reference is made to any recital, clause, paragraph, schedule or appendix such reference (unless the context otherwise requires) is a reference to a recital, clause, paragraph, schedule or appendix in this Deed
- 3.4 Words importing the singular meaning where the context so admits include the plural meaning and vice versa
- 3.5 Words of the masculine gender include the feminine and neuter genders and words denoting actual persons include companies, corporations and firms and all such words shall be construed interchangeable in that manner
- 3.6 Wherever there is more than one person named as a party and where more than one party undertakes an obligation all their obligations can be enforced against all of them jointly and severally unless there is an express provision otherwise

- 3.7 Any reference to an Act of Parliament shall include any modification, extension or re-enactment of that Act of Parliament for the time being in force and shall include all instruments, orders, plans regulations, permissions and directions for the time being made, issued or given under that Act of Parliament or deriving validity from it
- 3.8 References to any party to this Deed shall include the successors in title to that party and to any person deriving title through or under that party and in the case of the Borough Council and or the County Council the successors to their respective statutory functions
- 3.9 The headings and contents list are for reference only and shall not affect construction
- 3.10 References to 'in writing' shall exclude email unless agreed between the parties pursuant to clause 13.2 or as provided for in clause 13.1.1
- 3.11 Under this Deed obligations on a party to do an act or activity (or similar) include an obligation to procure that such act or activity is done and obligations not to do an action or activity (or similar) include obligations not to permit or suffer such action or activity (or similar) to be done
- 3.12 References to the Land include any part of it
- 3.13 References to 'including' means including without limitation or prejudice to the generality of any preceding description defined term phrase or word(s) and 'include' shall be construed accordingly
- 3.14 References to the Borough Council and or County Council's agreement, consent, approval or expression of satisfaction shall mean the written agreement, consent, approval or expression of satisfaction (as applicable) of the County Council pursuant to this Deed and such agreement, consent, approval or expression of satisfaction shall be in addition to and not in substitution for any other permission that may be necessary
- 3.15 The Parties agree that the schedules and appendices to this Deed form part of it and are incorporated as if the same had been set out in full in the main body of the document except that where there is any conflict between the terms of this Deed and the content of the Appendices the terms of this Deed will prevail

4 Legal Basis and Enabling Powers

4.1 This Deed is made pursuant to Section 106 of the 1990 Act

4.2 The covenants, restrictions and requirements imposed upon the Owner under this Deed create planning obligations pursuant to Section 106 of the 1990 Act and bind the Land and are enforceable by the Borough Council and County Council as local planning authorities against the Owner

4.3 To the extent that any of the obligations contained in this Deed are not planning obligations within the meaning of the 1990 Act they are entered into pursuant to the Enabling Powers and will be enforceable as contractual obligations between the named Parties

5 Legal Effect

5.1 This Deed shall have effect immediately on completion save that the obligations and covenants contained in the schedules are conditional upon and shall not take effect until the Planning Permission has been granted and the Development has Commenced with the exception of all obligations and covenants in the schedules expressed to be 'prior to Commencement' or 'not to Commence unless' which shall take effect and be enforceable from the date when the Planning Permission is granted

5.2 This Deed shall cease to have effect (insofar only as it has not already been complied with) if before Commencement the Planning Permission shall be quashed, revoked or otherwise withdrawn or (without the consent of the Owner) it is modified by any statutory procedure or expires prior to the Commencement of Development

5.3 Nothing in this Deed shall prohibit or limit the right to develop any part of the Land in accordance with a planning permission (other than the Planning Permission or any approval of reserved matters pursuant to the Permission) granted (whether or not on appeal) after the date of this Deed

5.4 No person shall be liable for any breach of any of the planning obligations or other provisions of this Deed after it shall have parted with its entire interest in the Land but without prejudice to liability for any subsisting breach arising prior to parting with such interest

6 Owner covenants

- 6.1 The Owner covenants with the Borough Council and the County Council as set out in Schedule 1.

7 The County Council's covenants

- 7.1 The County Council covenants with the Owner as set out in Schedule 2.

8 Payment of costs and Monitoring Fees

- 8.1 The Owner shall pay to the Borough Council on completion of this Deed the Borough Council's legal fees and the Borough Council's Monitoring Charge
- 8.2 The Owner shall pay to the County Council on completion of this Deed
- 8.2.1 the reasonable legal and professional costs including all disbursements of the County Council as local planning authority incurred in the negotiation preparation and execution of this Deed;
- 8.2.2 the Development Control Fee; and
- 8.2.3 the County Council Monitoring Fee

9 Local land charge

- 9.1 This Deed shall be registered as a local land charge by the Council.
- 9.2 Following the performance and satisfaction of all the obligations contained in this Deed the Borough Council having first confirmed with the County Council where any of the obligations were owed to the County Council shall on the written request of the Owner note this in the register of local land charges in respect of this Deed

10 No fetter on discretion or waiver

- 10.1 Nothing contained or implied in this Deed shall prejudice or affect the rights remedies discretions powers duties and obligations of the Borough Council and the County Council under all statutes by-laws statutory instruments orders and regulations in the exercise of their functions as a local authority
- 10.2 No waiver (whether expressed or implied) by the Borough Council or the County Council of any breach or default in performing or observing any of the covenants obligations terms or conditions of this Deed shall constitute a

- continuing waiver and no such waiver shall prevent the Council or County Council from enforcing any of the relevant covenants obligations terms or conditions or from acting upon any subsequent breach or default
- 10.3 Nothing in this Deed shall impose any contractual or other obligations on the Borough Council to grant the Permission

11 Warranty as to title

- 11.1 The Owner hereby covenants with the Borough Council and the County Council that no person other than the parties to this Deed has any interest in the Land for the purposes of section 106 of the Act.

12 Severability

- 12.1 It is agreed that if any part of this Deed shall be declared unlawful, unenforceable or invalid by a court of competent jurisdiction then (to the extent possible) the remainder of this Deed shall continue in full force and effect

13 Notices

- 13.1 Any notices required to be given to any Party under this Deed shall be in writing and include the Application reference number and the description and date of this Deed and shall be deemed to have been properly served upon the relevant Party if sent by recorded delivery to;
- 13.1.1 the Borough Council at the address set out in this Deed or by email to cil@havant.gov.uk marked for the attention of the Executive Head of Place" and bearing reference "section 106 APP/22/00576 – The South Downs College, College Road, Purbrook, Waterlooville PO7 8AA;
- 13.1.2 to such other person at such address as they shall notify in writing to the Parties
- 13.1.3 the County Council at the address set out in this Deed for the attention of the Director Assistant Director for Legal Services {including the legal reference EDOC/0166 or to such person at such address as they shall notify in writing to the Parties

- 13.1.4 the Owner at the address set out in this Deed or to such other person at such address as they shall notify in writing to the Parties
- 13.2 Any Party to this Deed can agree to accept service of a notice under this Deed by email where they have;
- 13.2.1 confirmed the same in writing (including by email) to the relevant Party; and
- 13.2.2 provided the email address for service of the notice
- 13.2.3 following such confirmation a notice served by email shall be deemed to have been properly served if sent to the email address notified to the Party and including the Application reference number and the description and date of this Deed
- 14 Change in ownership and notifications**
- 14.1 The Owner covenants with the Borough Council and the County Council to give them both written notice within five (5) Working Days of any change in ownership in respect of its interests in the Land occurring before all the obligations under this Deed have been discharged and such notice shall give details of the transferee's full name and registered office (if a company or usual address if not) together with the area of the Land or unit of occupation purchased by reference to a plan and the date on which the change of ownership occurred
- 14.2 The Owner covenants with the Borough Council and the County Council to give them both written notice within five (5) Working Days of Commencement of Development and to specify in the notification the date on which it occurred
- 15 Contract (Rights of Third Parties) Act 1999**
- 15.1 No person other than a party to this Deed shall have any rights under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this Deed

16 Index Linking

- 16.1 Each and every one of the Contributions which are to be paid under the terms of this Deed shall be Index Linked
- 16.2 Where reference is made to an index and that index ceases to exist or is replaced or rebased then it shall include reference to any index which replaces it or any rebased index (applied in a fair and reasonable manner to the periods before and after rebasing under this Deed) or in the event the index is not replaced, to an alternative reasonably comparable basis or index as the County Council (as appropriate) shall advise the Owner in writing

17 Payment of Contributions

- 17.1 Payment of the Contributions to the County Council shall include as a reference the Planning Permission reference number and a description of the Contribution being paid

18 Interest on late payments

- 18.1 If any payment due under this Deed is paid late Interest will be payable from the date payment is due until the date of receipt of payment

19 Spend in advance

- 19.1 If prior to the receipt of any Contributions the County Council incurs any expenditure in providing the infrastructure or facilities to which it was intended to apply any such Contribution (or in consequence of arranging for the provision thereof) by the letting of a contract or otherwise including any design costs whether in anticipation of or as a result of the Development then the County Council may immediately following receipt of such Contribution deduct there from a sum equivalent to such expenditure incurred
- 19.2 Any amount deducted by the County Council pursuant to clause 19.1 shall be and remain the property of the County Council and shall not be bound by the terms of this Deed and the County Council shall not be the subject of any requirement to repay or account for that amount or pay any interest in respect of the same

20 Mortgagee Clause

20.1 Notwithstanding clause 4, no obligation in this Deed shall be binding on or enforceable against any chargee or mortgagee from time to time who shall have the benefit of a charge or mortgage of or on any part or parts of the Land or any receiver appointed by such chargee or mortgagee or any person deriving title through such charge, mortgage or receiver unless and until such chargee, mortgagee, receiver or person has entered into possession of the Land or part thereof to which such obligation relates.

21 Subsequent permission

21.1 Where a Subsequent Application is made and the Borough Council and the County Council confirm in writing that a deed of variation or a new Section 106 agreement is not necessary in accordance with the requirements of Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) then this Deed shall apply equally to any Subsequent Permission in the same way as it applies to the Planning Permission and the references to the Application, Development and Planning Permission shall be deemed to be updated to include reference to the Subsequent Permission

22 Expert determination of disputes

22.1 In the event of any dispute or difference arising between the Parties to this Deed in respect of any matter contained in this Deed such dispute or difference may be referred by agreement of all Parties to the dispute to an independent and suitable person holding appropriate professional qualifications to be appointed (in the absence of an agreement) by or on behalf of the president for the time being of the professional body chiefly relevant in England to such matters as may be in dispute and such person shall act as an expert

22.2 In the absence of agreement as to the appointment or suitability of the person to be appointed pursuant to clause 22.1 or as to the appropriateness of the professional body then such question may be referred by any Party to the President for the time being of the Law Society

- for him to appoint a solicitor to determine the dispute such solicitor acting as an expert
- 22.3 The expert howsoever appointed shall be appointed subject to an express requirement that they reach a decision and communicate it to the parties within the minimum practicable timescale allowing for the nature and complexity of the dispute and in any event not more than 36 Working Days from the date of his appointment to act
- 22.4 The expert shall be required to give notice to each of the parties requiring them to submit to him within ten working days of his appointment written submissions and supporting material and shall afford to each of the parties an opportunity to make counter submissions within a further 5 Working Days in respect of any such submission and material and the expert may disregard any representations made out of time and the expert's decision shall be given in writing within 21 Working Days from receipt of any counter submissions and supporting material with reasons
- 22.5 The expert's decision shall be given in writing with reasons and in the absence of manifest error shall be final and binding on the parties and the expert's costs shall be payable by the parties to the dispute in such proportion as the expert shall determine and failing such determination shall be borne by the parties in equal shares
- 22.6 This clause does not apply to disputes touching or concerning the construction or interpretation of this Deed which will be subject to the jurisdiction of the courts
- 22.7 The provisions of this clause shall not affect the ability of the Borough Council and or the County Council to apply for and be granted any declaratory relief, injunction, specific performance, payment of any sum, damages, or any other means of enforcing this Deed and consequential and interim orders and relief

23 VAT

- 23.1 All works undertaken pursuant to and all payments made in accordance with the terms of this Deed shall be exclusive of value added tax and the Owner shall if value added tax becomes due pay to the County Council any value added tax properly payable on any sums paid to the to the County

Council or works undertaken under this Deed upon presentation of an appropriate value added tax invoice addressed to the Owner

24 Governing law and jurisdiction

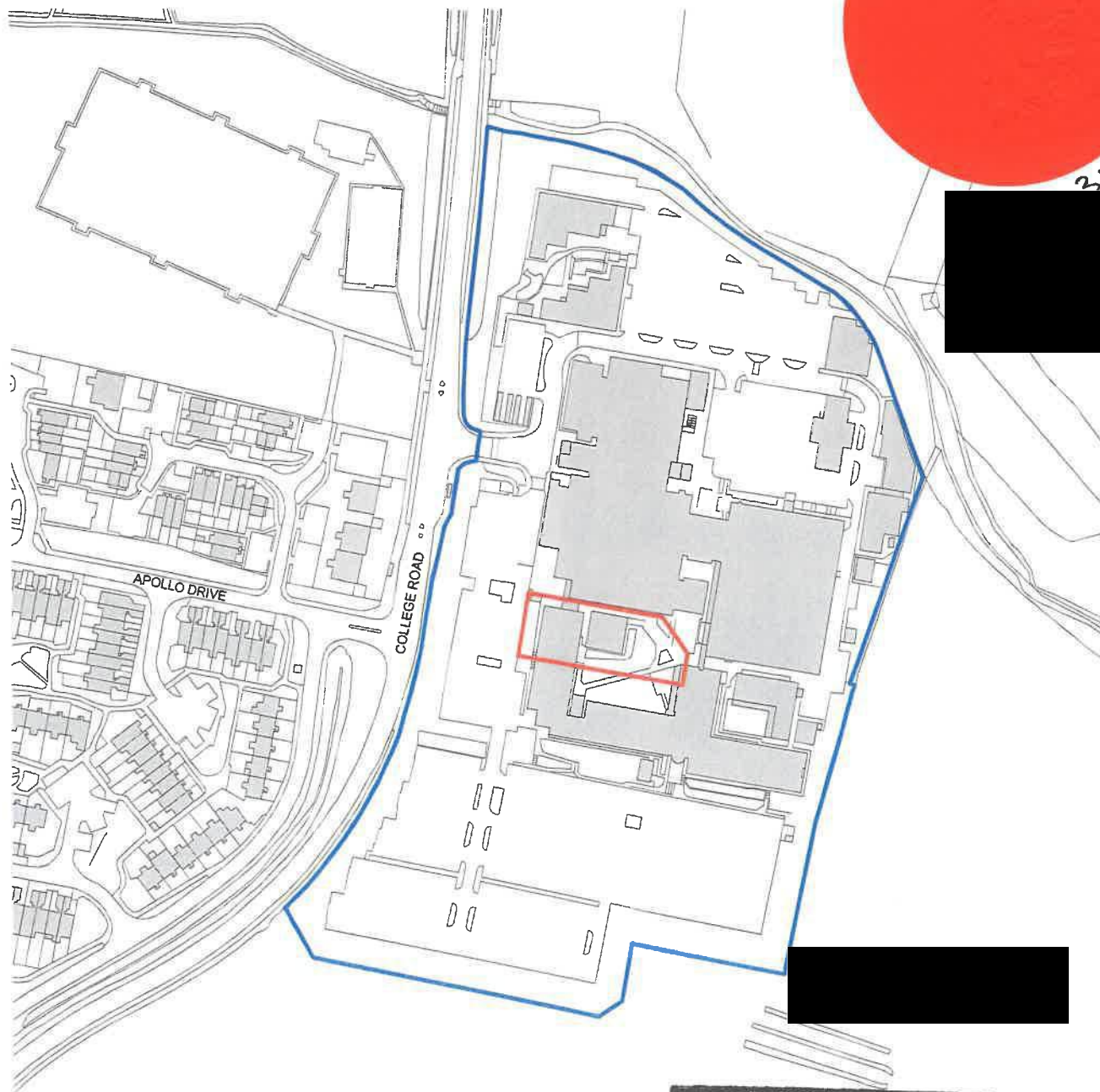
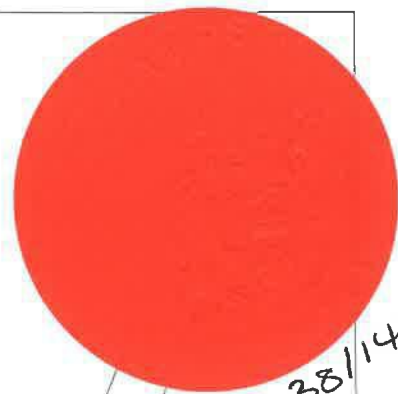
24.1 This Deed and any dispute or claim arising out of or in connection with it or its subject matter or formation (including non-contractual disputes or claims) will be governed by and construed in accordance with the laws of England and Wales

24.2 The courts of England and Wales shall have exclusive jurisdiction to settle any dispute or claim (including non-contractual disputes or claims) arising out of or in connection with this Deed or any document supplemental to it or their subject matter or formation

25 Delivery

25.1 This document has been executed as a Deed and is delivered and takes effect on the date stated at the beginning of it

Produced on 09 August 2022 from the Ordnance Survey National Geographic Database and incorporating surveyed revision available at this date.
This map shows the area bounded by 468734 107103,469182 107103,469182 107551,468734 107551,468734 107103
Reproduction in whole or part is prohibited without the prior permission of Ordnance Survey.
Crown copyright 2022. Supplied by copla ltd trading as UKPlanningMaps.com a licensed Ordnance Survey partner (100054135).
Data licence expires 09 August 2023. Unique plan reference: v20d//835914/1129668



AUTHORISED
S

Drawing Reference: **2202-HOST-ZZ-00-DR-A-1000**

Drawing Status:

Drawing Title:

Revision:

Site Location Plan

P1

PLANNING

Scale @A4: 1 : 2500

Drawn By: JG

Issue Date: 09.08.22

Checked By: JG

www.host-architecture.co.uk
info@host-architecture.co.uk

Project Title:

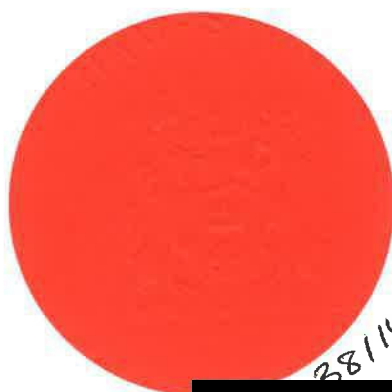
2202 - HSDC Car Park 6

Client:

PMC / HSDC

This Deed including the schedules and appendices has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it

Executed as a Deed by affixing the
Common Seal of **Hampshire**
County Council in the presence of



38/1451

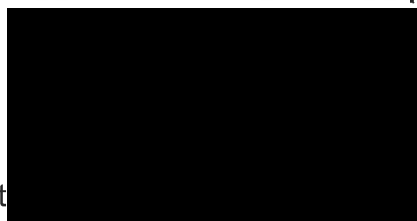
Authorised Signatory

Name

Position

Solicitor

Executed as a **DEED** by affixing
The Common Seal of the **COUNCIL OF THE**
BOROUGH OF HAVANT in the presence of



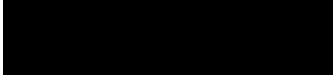
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103830



Executed as a Deed by affixing the
Common Seal of **Havant and South
Downs College** in the presence of



Chair (Name: )



Principal (Name: )

Schedule 1 – Highways Obligations

'Framework Travel Plan'	the framework travel plan as agreed by parties dated April 2025 Rev 3 and attached to this Deed at appendix 1
'Walking & Cycling Contribution'	a contribution of Thirty-Five Thousand Pounds (£35,000) towards walking and cycling improvements along College Road
'TRO'	a traffic regulation order made pursuant to the Road Traffic Regulation Act 1984
'TRO Payment'	the sum to be determined by the County Council in accordance with paragraph 3 of this Schedule (Index Linked) to cover the costs of the County Council to implement or amend a TRO in relation to adjoining roads within the vicinity of the Land as may reasonably be required
'Travel Plan'	the final and full travel plan based on the Framework Travel Plan
'Travel Plan Approval Fee'	the sum of seven hundred and fifty pounds (£750) in respect of the costs incurred or to be incurred by the County Council in approving the Travel Plan
'Travel Plan Cash Deposit'	A cash deposit in the sum eleven thousand (£11,000) being the cost of implementation and compliance with the targets/measures of the Travel Plan (as

estimated by the County Council) plus
10%

'Travel Plan Co-ordinator' a suitably qualified and experienced person employed or appointed pursuant to the Travel Plan who has responsibility for developing implementing monitoring progress reporting and reviewing the Travel Plan in order to ensure that the Travel Plan achieves its stated targets and objectives

'Travel Plan Monitoring Fee' the sum of five thousand pounds (£5,000) towards the costs to be incurred by the County Council in monitoring the implementation of the Travel Plan

1 Walking & Cycling Contribution

1.1 The Owner covenants with the County Council:

- 1.1.1 to pay the Walking & Cycling Contribution to the County Council prior to the Commencement of the Development
- 1.1.2 not to Commence or permit Commencement of the Development until the Walking & Cycling Contribution has been paid to the County Council

2 Travel Plan

2.1 The Owner covenants with the County Council:

- 2.1.1 not to Commence or permit Commencement of the Development until the Travel Plan based on the agreed Framework Travel Plan has been submitted to the County Council and approved in writing
- 2.1.2 not to Commence or permit Commencement of the Development until the Travel Plan Approval Fee has been paid to the County Council

- 2.1.3 from approval of the Travel Plan to implement and comply with the requirements and measures of the Travel Plan for the duration of the Travel Plan in order to achieve the targets and objectives of the Travel Plan
- 2.1.4 not to Occupy or permit Occupation of the Development until it has appointed a Travel Plan Co-Ordinator to implement the Travel Plan and notified the County Council in writing of that appointment and the Owner shall thereafter retain the Travel Plan Co-Ordinator for the duration of the Travel Plan
- 2.1.5 not to Occupy or permit Occupation of the Development until it has implemented all requirements and measures of the Travel Plan in so far as such requirements and measures are required by Travel Plan to be implemented before Occupation
- 2.1.6 not to Occupy or permit Occupation of the Development until it has paid to the County Council the Travel Plan Monitoring Fee
- 2.1.7 not to Occupy or permit Occupation of the Development until the Owner has provided to the County Council the Travel Plan Cash Deposit which the County Council shall hold so that if in the opinion of the County Council the Owner fails at any time within five years of Occupation of the Development to deliver the agreed measures/targets and/or comply with any/all of the measures/targets contained within the Travel Plan or immediately in the event of an individual Owner becoming bankrupt or a corporate Owner going into liquidation, administration or administrative receivership or, in either case, entering into a deed of arrangement for the benefit of their creditors (or being subject to any analogous procedure) the County Council will use such money from the Travel Plan Cash Deposit as the County Council considers necessary in order to remedy the failure to achieve and implement the agreed measures/targets contained within the Travel Plan or such alternative measures as the County Council in their absolute discretion determines will achieve the overall aims of the Travel Plan for the Development

3 Highways Safeguarded Land

3.1 The Owner covenants with the County Council

- 3.1.1 for a minimum period of 50 years from the date of the Planning Permission not to permit use or carry out any works or build any form of above ground building or any structure on the Highways Safeguarded Land without obtaining the confirmation in writing from the County Council that such works buildings or structures do not conflict with the Highways Safeguarded Land Purpose
- 3.1.2 for a minimum period of 50 years from the date of the Planning Permission to reserve and retain the Highways Safeguarded Land for the Highways Safeguarded Land Purpose
- 3.1.3 if called upon by the County Council at any time within the period of 50 years from the date of the Permission to enter into a deed of dedication with the County Council dedicating the Highway Safeguarded Land as public highway and granting to the County Council such other rights as the County Council may reasonably require to support the Highway Safeguarded Land Purpose
- 3.1.4 any dedication or grant of rights to the County Council pursuant to paragraph 3.1.3 above shall be for nil consideration and each Party shall bear their own costs for the preparation negotiation and completion of any deed of dedication or associated agreements

4 Traffic Regulation Order

- 4.1 The Owner covenants with the County Council to pay the TRO Payment at the request of the County Council and within a timeframe specified by the County Council

Appendix 1 - Travel Plan

Havant & South Downs College South Downs College Campus

Travel Plan 2025-2030

Date: April 2025
Project No. 304260
Revision: 3

Prepared by: [REDACTED]
Julian Hudson MA(Oxon) MSc MSc MCIHT

Reviewed by: [REDACTED]
Richard Hemming BEng MEng CEng MICE

	Structural Engineering
	Civil Engineering
	CDM Consultants
	Sustainability and BREEAM
	Traffic and Transport
	Flood Risk Assessments
	Highway Engineering
	Event Engineering

Issue and Amendment Record:

Revision	Comment/Amendment	Prepared	Reviewed	Approved	Date
0	First Draft	JH			14.01.25
1	Updated to suit HCC commentary	JH			20.03.25
2	Updated to suit HCC commentary	JH			10.04.25
3	Planning Issue Version	JH			17.04.25

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1.0 Introduction

- 1.1** This Travel Plan has been written by Scott White and Hookins at the request of Peter Marsh Consulting and on behalf of Havant and South Downs College (HSDC). It relates to development at the following site:

Havant & South Downs College
South Downs College Campus
College Road
Widley
Waterlooville
PO7 8AA

- 1.2** The currently proposed development which has precipitated the need for a new Travel Plan consists of the demolition of the South Building and South East Building, separate sale and development of the parking areas in the southern end of the site and provision of a new Car Park 6 within the land previously occupied by the South Building. The new car park will provide 74 car parking spaces, 160 bicycle parking spaces and 48 spaces for powered 2-wheel vehicles (motorcycles, mopeds).
- 1.3** This Travel Plan will re-examine the existing and projected baseline travel demand of the site and will set out appropriate objectives, targets, measures and actions to mitigate the impact of the site on the wider transport network.
- 1.4** Whilst HSDC does not have a specific policy on sustainable travel, there is a general environmental sustainability policy which can be found here: <https://hsrc-cdn.s3.eu-west-1.amazonaws.com/uploads/2022/11/Environmental-Sustainability-Policy.pdf>
- 1.5** Scott White and Hookins shall not be liable for the use by any person of this report for any purpose other than that for which the same was prepared by Scott White and Hookins.
- 1.6** Comments received from Hampshire County Council's Highways Officer have been added and responded to within this revised document.

2.0 Site Audit

2.1 Pedestrian Facilities

- 2.1.1 The South Downs Campus is well catered for in terms of local walking routes; a footpath is available from opposite the site entrance on College Road, which skirts the edge of the College Road Play Area and the sports pitches on the western side of College Road, and then cuts through the woodlands to Scratchface Lane. This route also connects with the footpaths linking Apollo Drive, Atlantis Avenue, Perseus Place and Trojan Way.
- 2.1.2 A second footway along the southern edge of Purbrook Way leads to a crossing point at the roundabout junction with Stakes Hill Road, which continues north towards Waterlooville Town Centre. It is also possible to follow Scratchface Lane east from College Road through the edge of Gundymoor Wood, to a footbridge over the A3(M). This emerges at Hillmead Gardens, Bedhampton and from here it is possible to continue towards Havant Town Centre.
- 2.1.3 A walking isochrone map is provided as requested by HCC:

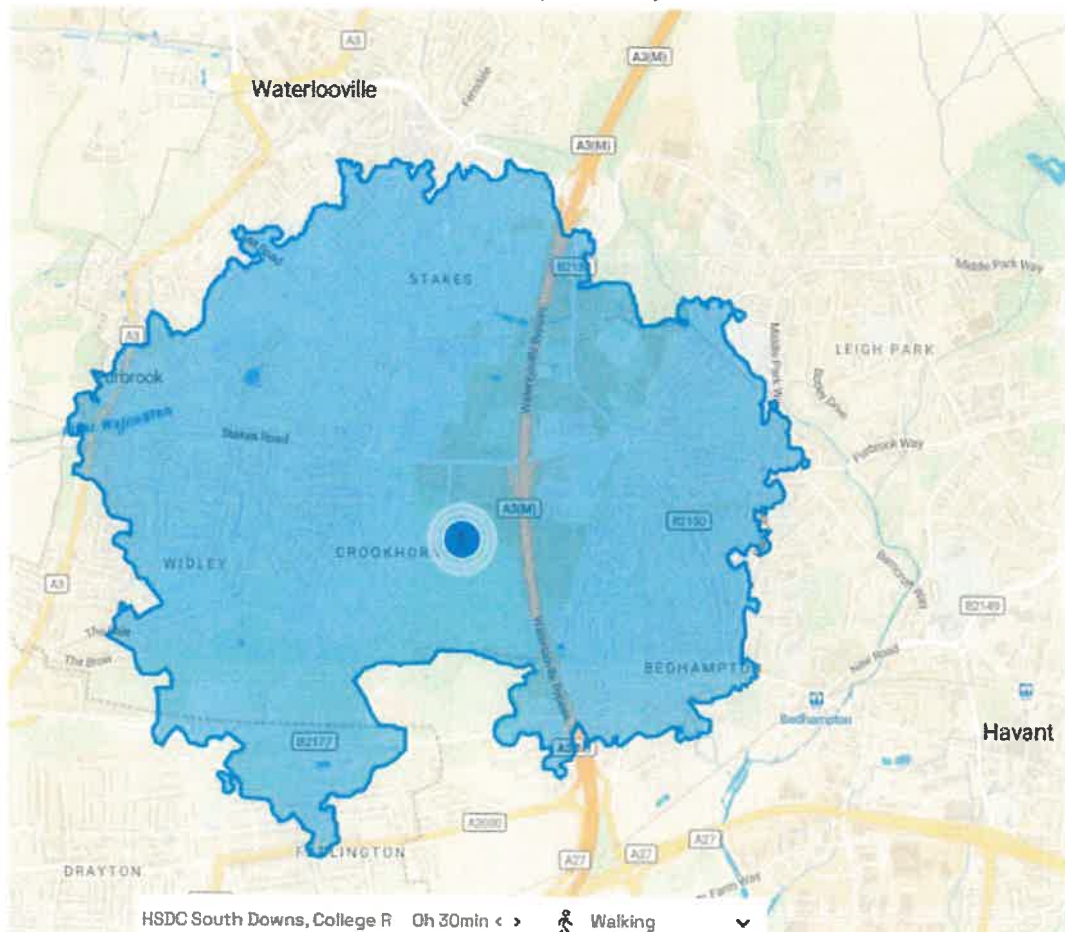


Fig. 1: Walking Isochrone Map (30 minutes)

2.2 Cycling Facilities

- 2.2.1 There are cycle-friendly routes along College Road and Atlantis Avenue to the west of the South Downs Campus. These can be followed north to Purbrook Way, and then east and south towards Havant, or west towards Waterlooville and Purbrook.
- 2.2.2 Alternatively, cycling to the end of Atlantis Avenue takes you onto Crookhorn Lane, which is part of the cycle route officially designated as National Cycle Network (NCN) Route 222.
- 2.2.3 Route 222 runs from Eastney Point at the south-eastern edge of Portsmouth, up the eastern edge of Portsea Island, through Farlington and up to Atlantis Avenue. It then continues north through Waterlooville Town Centre, Cowplain and Horndean, from where it follows the edge of the A3(M) until it reaches Butser Hill. It then continues north to Petersfield, merging with NCN22.
- 2.2.4 NCN2, which joins NCN222 at Eastney Point, runs along much of the south coast of England, from Dover to Exeter. Within the more immediate context of Hampshire and West Sussex, the route connects Chichester with Emsworth and Havant, Hayling Island, Southsea, Gosport, Lee on Solent, Warsash, Hamble, Netley and Southampton.
- 2.2.5 Prior to development, cycle parking at the South Downs Campus was located within the western edge of the site, close to College Road. Issues with cycle theft were noted as this location was not surveilled and was close to the public realm, hence thieves could quickly escape. A temporary provision of 40 secure and covered spaces to the east of the North building was made from January 2022, but part of the proposed development will be provision of significantly more cycle parking adjacent to the new Car Park 6.

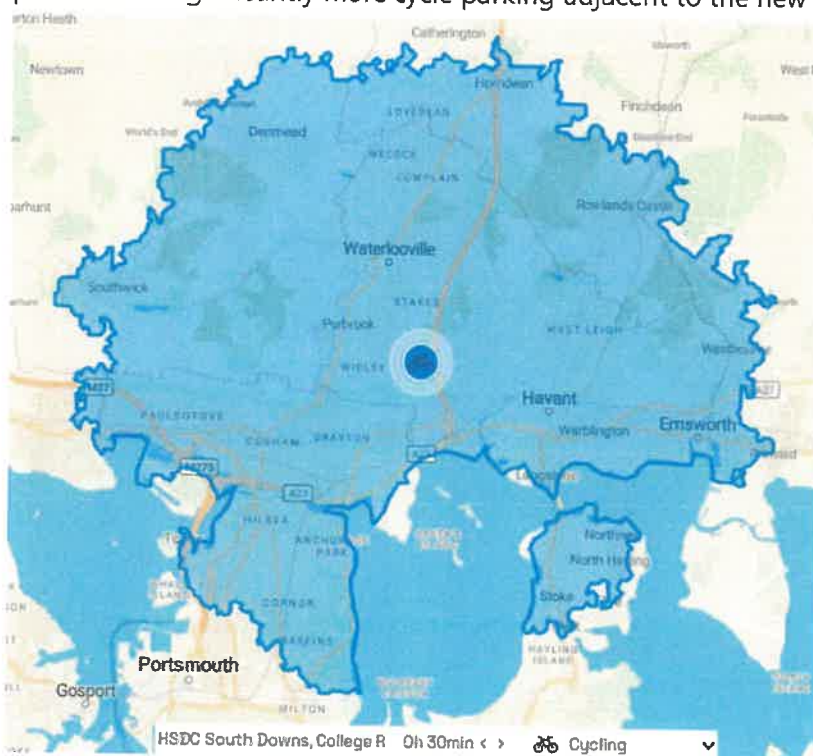


Fig. 2: Cycling Isochrone Map (30 minutes)

2.3 Public Transport

- 2.3.1** The nearest railway station to the site is at Bedhampton. This is only about 1.5 miles from the South Downs campus, but is estimated as a half hour walk via Scratchface Lane
- 2.3.2** Bedhampton Station is served by trains operated by Southern Railway and also South Western Railway. These provide access to destinations including the following:
Littlehampton (1 train per hour) Portsmouth Harbour (2 trains per hour) Portsmouth & Southsea (1 train per hour) London Waterloo (1 train per hour).
- 2.3.3** The South Downs Campus is well served by buses; seven services call directly outside the site on College Road (northbound and southbound) as follows:
- Route 7c: Gunwharf > Portsmouth City Centre > Hilsea Lido > Cosham > South Downs Campus College service – outbound from 08:05/08:10; return from 15:35;
 - Route 37: Petersfield > Clanfield > Horndean > Cowplain > Waterlooville > South Downs Campus > Havant Campus > Havant Bus Station One service per hour in each direction, Mondays to Fridays;
 - Route 39: Waterlooville > Purbrook > South Downs College > Leigh Park > Havant Five services per hour in each direction, Mondays to Fridays;
 - Route 654: Hambledon > Denmead > Oaklands School > Cowplain School > South Downs Campus > Havant Campus College service – outbound from 08:05, return from 16:30;
 - Route 737: Whitehill > Bordon > Liphook > Liss > Petersfield > Buriton > South Downs Campus > Havant Campus College service – outbound from 07:52, return from 16:25;
 - Route SD4: Bishops Waltham > Waltham Chase > Shedfield > Wickham > Fareham > Portchester > Cosham > South Downs Campus > Havant Campus College service – outbound from 08:05, return from 17:15 [BUT starts at Fareham Bus Station]; and,
 - Route SD5: Gosport > Elson > Bridgemary > Fareham > Portchester > Cosham > South Downs Campus > Havant Campus College service – outbound from 07:52, return from 16:30 - allows transfer for SD4 at Fareham Bus Station.
- 2.3.4** In addition to the buses which call directly outside the site, other opportunities to access the bus network are available including the Crookhorn Precinct Bus Stops, which are a 10-minute walk (0.5 miles) west of the South Downs Campus via Athena Avenue. The following buses are available from the interchange at Crookhorn Precinct:
- Route 7 "The Star": Portsmouth City Centre > Hilsea > Cosham > QA Hospital > Crookhorn Precinct > Waterlooville Precinct > Wecock Farm. 4 buses per hour each way at peak times Mondays to Fridays.
 - Route 20: Portsmouth The Hard > Portsmouth City Centre > Cosham > QA Hospital > Crookhorn Precinct > Leigh Park > West Leigh > Havant Bus Station. 2 buses per hour each way, Mondays to Fridays.
 - Routes 37 and 39 also pass through this interchange but can be more easily caught adjacent to the South Downs Campus.

- 2.3.5 HSDC takes a pro-active approach to sustainable travel, publishing on its website details of rail and/or bus travel options from the following origin points: Chichester, Copnor, Cosham, Drayton, Emsworth, Fareham, Havant, Hayling Island, Horndean, Petersfield, Paulsgrove, Portchester, Portsmouth, Southbourne and Waterlooville.

2.4 Local Highway Network and Car Parking

- 2.4.1 The South Downs Campus is well served for road access, being less than half a mile from Junction 4 of the A3(M) Motorway. This provides easy car access northbound towards Petersfield, Liphook and Guildford.
- 2.4.2 As might be expected of the main north-south strategic road serving East Hampshire and West Sussex, the A3(M) has relatively high daily traffic flows. According to Department for Transport (DfT) traffic counts, in 2018 it was estimated that the Annual Average Daily Traffic Flow (AADTF) at a point just north of Junction 4 was 73,565 vehicles. In point of contrast, the old A3 London Road, which runs through the centre of Waterlooville and to the west of the South Downs Campus had an estimated AADTF of 18,899 vehicles in 2018.
- 2.4.3 Prior to development, the South Downs Campus had a significant surplus of car parking, and it is estimated that the area sold for residential development would have previously been able to accommodate 580 vehicles. However, the Campus will retain a high level of car parking, as within the other car parking areas at the site there is existing capacity for 381 vehicles. This is shown in the following table, which includes the proposed CP6 provision. A site plan is also included at Appendix A.

Car Park Reference	Parking Capacity
CP1	32
CP2	192
CP3	101
CP4	14
CP5	42
Subtotal	381
CP6	74
Total	455

Table 1: Existing and Future Car Parking Provision at South Downs Campus

- 2.4.4 In addition to car parking, South Downs Campus attracts a certain number of P2W users (motorcyclists and motor scooter users). The surveys carried out in May 2021 indicated an average peak demand for 42 motorcycle parking spaces. The proposed CP6 layout will provide 48 P2W spaces along its northern edge. This is also seen as preferable as the P2W parking will not be piecemeal around the site but will provide a dedicated area for these vehicles.

3.0 Baseline Travel Demand

3.1 Existing Staff Travel

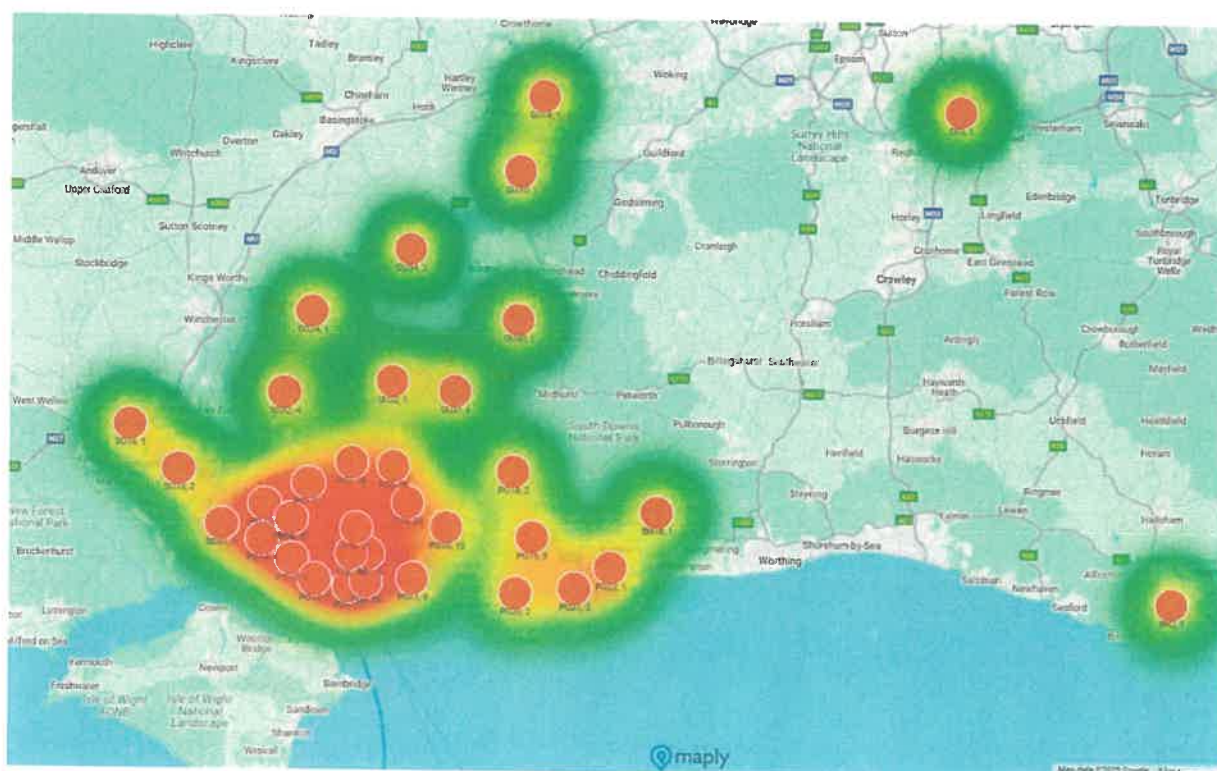
- 3.1.1 Information on Staff Travel choices has been taken from the January 2021 survey, to which 280 staff responded. Key findings from their responses are summarised in the following table.

Question	Staff Response
How do you get to College?	85% confirm they drive on their own.
Distance from their home to South Downs Campus	33% live between six and ten miles away.
Would you be prepared to pay to park on site?	60% stated they would not be prepared to pay to park on site.
If you currently drive, what may encourage you to take a different mode of transport?	30% stated they need their car, and another mode of transport is not viable – 70% appeared open to alternative arrangements.
In light of limited parking, who should priority spaces be given to?	27% thought that Staff should be allocated parking and 14% thought priority should be given to staff with personal circumstances.
Are you able to consider home working in your role, for at least part of the week?	37% of staff can work from home and a further 31% able to work at home for parts of the week.
Do you feel homeworking is a model that the college should seriously look into to assist with environmental issues and limited parking on site?	87% of staff said yes – indicating a substantial opportunity to reduce travel needs.
If HSDC acquired secure bike enclosures would you cycle to College?	83% of staff said no; with 17% willing to make this shift.
If you currently cycle or would consider cycling, would you cycle if...	36% of staff who cycle said they would only cycle in warmer months. 64% are all-weather cyclists.

- 3.1.2 Staff also provided postcode data which gives a clearer picture of where they are travelling to and from. This is shown in generalised tables below and a heat map overleaf.

Area Definition	Average Distance	Number	Proportion
Havant, Waterlooville, Cosham, Emsworth & Hayling Island	Between 2 and 7 miles	144	51%
Portsmouth & Southsea	Between 4 and 7 miles	63	23%
Fareham & Gosport	Between 8 and 11 miles	31	11%
Petersfield or further north	Over 13 miles	15	5%
Southampton or further west	Over 20 miles	14	5%
Chichester or further east	Over 12 miles	13	5%
Total	-	280	100%

Table 2: Staff Travel Data (2021 Survey)



- 3.1.3 The data shows that the majority of staff (74%) are travelling to and from locations within 10 miles of the College campus. Many of those living within 2 miles could reasonably be expected to walk on an occasional or regular basis, and many of those living within 5 miles could reasonably be expected to cycle on an occasional or regular basis.
- 3.1.4 There is a significant discrepancy between the travel distances set out in the staff survey and the incidence of solo car travel to and from work. A total of 239 respondents said that they usually drive alone, and yet only 73 staff live more than 8 miles from their workplace. The reasons for this are partly due to the work (teaching staff needing to carry books and equipment, etc) and partly due to other reasons such as linking commuting trips with other responsibilities such as dropping off family members at schools.
- 3.1.5 As shown under 3.1.1, 27% of staff stated that they think they should be given priority for car parking allocation; 14% believe that staff with the longest journeys should be given priority, and a similar proportion believe that staff with specific personal circumstances, identified and agreed through a criteria assessment should be given priority.

3.2 Existing Student Travel

3.2.1 At present, HSDC South Downs Campus has a total student population of 2816, including full-time, part-time and evening class attendees. The data from the 2021 student survey is provided here to indicate the proportions travelling by each mode.

Travel Choice	Count	Proportion	Calculated Estimate
Car driver, by myself	37	25%	704
Dropped Off by Car	30	21%	591
Bus	56	38%	1070
Cycling	3	2%	56
Walking	13	9%	253
P2W	7	5%	141
Total	146	100%	2816

Table 3: Existing Student Travel (2021 Survey Data)

3.2.2 Current postcode data for students has been sourced which demonstrates the following areas which the majority of students live in.

Postcode Areas	Area Definition	Number of Students	Proportion of Total Student Numbers
PO6, PO7, PO8, PO9	Cosham, Waterlooville and Havant	1630	57.9%
PO1, PO2, PO3, PO4, PO5	Portsmouth & Southsea	546	19.4%
PO10, PO11	Emsworth & Hayling Island	176	6.3%
PO12-PO17	Fareham & Gosport	196	7.0%
PO18-PO22	Chichester & Bognor	41	1.5%
GU Postcodes	Petersfield & NE Hampshire	129	4.6%
SO Postcodes	Southampton & Central Hampshire	68	2.4%
	Total	2816	98.9%

Table 4: Existing Student Postcode Data

3.2.3 Similarly to the staff travel data, while students come from a wide number of areas the majority (77.3%) are based either in the four postcode areas closest to the site or in Portsmouth and Southsea.

4.0 Objectives

- 4.1** The following objectives are relevant to the site and patterns of use found in the survey data and travel demand analysis:
- To encourage and enable the use of sustainable modes of travel to and from HSDC;
 - To reduce the number of single occupancy vehicle trips to and from HSDC;
 - To encourage more staff and students to cycle and walk (where possible) to and from HSDC.
- 4.2** In addition, the following objectives relate in particular to current plans for development of the South Downs campus:
- To ensure that the planned land sale is carried out without leading to overspill car parking within the local highway network;
 - To ensure that the current high levels of sustainable travel among students continue to be upheld;
 - To ensure that all future redevelopment of the site and buildings is carried out in such a way as to enable safer and better-quality access for pedestrians and where relevant, improved and rationalised parking for bicycles and motor vehicles respectively.
- 4.3** The following additional objectives are proposed:
- To ensure that all sustainable travel measures and actions are fully implemented within the lifetime of this Travel Plan, so as to maximise the opportunities for achieving targets and objectives.
 - To seek continuous improvement over the lifetime of this Travel Plan.

5.0 Initial Targets

- 5.1** It is important to set targets in order to be able to measure and quantify the changes sought through the Travel Planning process. Furthermore, targets need to be SMART, i.e. Specific, Measurable, Achievable, Relevant and to a Timescale.

Staff Targets

- Within the five-year period to 2030, the proportion of staff travelling by solo-occupancy car to and from HSDC will seek to reduce by 15% (to 70% of staff).
In real terms, this means that the number of FTE staff regularly travelling by solo car to and from the site will reduce from 238 to 196.

The reduction in car travel will aim to comply with the following schedule (as also shown in Table 7, Section 6.1):

Provision	Year 1	Year 2	Year 3	Year 4	Year 5
Allocation of Car Sharing Spaces	7	9	11	13	14
Allocation of Solo-Occupant Car Spaces	238	227	217	206	196

- Within the five-year period to 2030, the proportion of staff travelling by car-sharing or being dropped-off to and from HSDC will seek to increase by 5% (to 10% of staff)
In real terms, this will mean that the number of FTE staff regularly travelling by car-sharing or being dropped off to and from the site will increase from 14 to 28.
- Within the five-year period to 2030, the proportion of staff travelling by bus to and from HSDC will seek to increase by 5% (to 11% of staff)
In real terms, this will mean that the number of FTE staff regularly travelling either by bus to and from the site will increase from 17 to 31.
- Within the five-year period to 2030, the proportion of staff travelling by bicycle or walking to and from HSDC will seek to increase by 5% (to 15% of staff)
In real terms, this will mean that the number of FTE staff regularly travelling either by bicycle or by walking to and from the site will increase from 28 to 42.

Student Targets

- Within the five-year period to 2030, the proportion of students travelling by solo-occupancy car to and from HSDC will seek to reduce by 15% (to 10% of students)
In real terms, this will mean that the number of students regularly driving alone to and from the vicinity of the site will reduce from 704 to 282.

The reduction in car travel will aim to comply with the following schedule (as also shown in Table 8, Section 6.1:

Provision	Year 1	Year 2	Year 3	Year 4	Year 5
Allocation of Car Spaces	230	239	247	256	265

- Within the five-year period to 2030, the proportion of students travelling by bus to and from HSDC will seek to increase by 5% (to 43% of students)
In real terms, this will mean that the number of students regularly taking the bus to and from the site will increase from 1070 to 1211.
- Within the five-year period to 2030, the proportion of students travelling by bicycle to and from HSDC will seek to increase by 5% (to 7% of students).
In real terms, this will mean that the number of students regularly cycling to and from the site will increase from 56 to 197.
- Within the five-year period to 2030, the proportion of students travelling by foot to and from HSDC will increase by 5% (to 14% of students).
In real terms, this will mean that the number of students walking to and from the site will increase from 253 to 394.

6.0 Measures

6.1 Car Parking Measures

- 6.1.1 HSDC has been negotiating a land sale at the South Downs Campus for several years, with the result that a significant area of the existing car park has been fenced off and out of use; a report produced by Mott McDonald in 2018-19 examined capacity and usage of the car parks, and demonstrated that the loss of parking could be achieved without causing problems of displaced parking demand. Subsequently, and as part of the HSDC Travel to Learn Strategy (TLS) surveys were carried out in 2021 with the following results:

Mode	10/05/21	11/05/21	13/05/21	Average
Cars	305	366	401	357
Motorcycles	34	51	41	42
Bicycles	37	48	38	41

Table 5: May 2021 Parking Survey – Total Demand by Mode

- 6.1.2 As set out in the TLS, from August 2021 the South Downs Campus fenced off the car parking within the land sale area, reducing parking capacity from 932 to 370 spaces. However, alterations to Car Park 1 allowed for an additional 31 car spaces, for a total of 401 spaces. Since that time, the Campus has continued to operate without any evidence of complaints from residents in the local area regarding car parking overspilling beyond the Campus. As shown in the above table, the car park capacity has been demonstrably sufficient to cater for average car parking demand levels, and even for peak demand.

- 6.1.3 The proposals for a new Car Park 6 on land where the South and South-East Buildings will be demolished will lead to the following overall parking provision:

Car Park Reference	Parking Capacity
CP1	31
CP2	179 (incl. 3 disabled bays)
CP3	138 (incl. 10 disabled bays)
CP4	13
CP5	40
Subtotal	401
CP6	74
Total	475

Table 6: Car Parking Provision following Development

- 6.1.4 As the target for staff car parking demand is for 210 spaces (196 solo, and up to 14 for car-sharers) it is suggested that the existing car parking is controlled in the following manner, provided that the annual monitoring surveys show demand varying in line with the targets:

Provision	Year 1	Year 2	Year 3	Year 4	Year 5
Allocation of Car Sharing Spaces	7	9	11	13	14
Allocation of Solo-Occupant Car Spaces	238	227	217	206	196

Table 7: Proposed Alteration in Staff Car Parking Provision during Travel Plan period

- 6.1.5 As the target for student car parking demand is for 282 spaces it is suggested that the proposed car parking is controlled in the following manner. Given that the overall car parking capacity of the site for students following development and subtracting staff parking demand will be only 265 spaces during the first year, it will be necessary to take significant and immediate action to reduce student car parking demand beyond the target levels, followed by a slight and gradual easing of the restrictions on student parking as staff demand reduces.

Provision	Year 1	Year 2	Year 3	Year 4	Year 5
Allocation of Car Spaces	230	239	247	256	265

Table 8: Proposed change in Student Car Parking Provision during Travel Plan period

- 6.1.6 If the targets are fully met as intended, the combined maximum car parking demand following the 5-year Travel Plan will be for 475 car spaces, matching the proposed total car parking provision.
- 6.1.7 Given the evidence (see Appendix C for January 2025 parking surveys) that the levels of car parking at the site are currently being managed effectively, Hampshire County Council Highways have confirmed that they are content that the right balance is being struck between car parking provision (to prevent overspill demand) and car parking restraint (to encourage alternative travel choices). As such, it has been suggested that no parking permit regime is currently required. However, the College will need to continue to closely monitor the parking demand at their South Downs Campus, and to be mindful of any complaints about overspill parking, as these could mean that permit parking would need to be introduced at a later date.

6.2 Cycle Parking Measures

- 6.2.1 The local authority standards require that cycle parking need is based upon Travel Plan data. The available data suggests that up to 4.6% of staff and just 2% of students may be expected to cycle. On this basis, a maximum of 69 cycle parking spaces would be likely to meet expected demand.
- 6.2.2 The targets for increasing active travel choices could, if cycling proves more popular than walking, lead to a demand within 5 years for up to 239 cycle spaces, and so in this context of the aspiration for increased cycling a more generous provision of 160 cycle spaces has been allowed for in the first instance. If two-tier stands are used instead of single-tier, these locations could cater for up to 320 cyclists in the longer term.

- 6.2.3 A location for these cycle parking facilities has been identified to the east of the proposed Car Park 6. These will be secure, covered facilities. In terms of accessibility, they lie on the southern edge of the site but will be more secure than previously, when they were located where Car Park 1 now is situated. Their proximity to the Studio Café with its outdoor seating area means that natural surveillance and activity will occur throughout the day.
- 6.2.4 It is noted that the County Council is proposing measures on College Road to improve cycling connectivity, to which HSDC are being asked to contribute financially. Given that College Road connects at its southern end to Portsdown Hill Road, it is questionable how much use these improvement works will generate.

6.3 Policy Measures

- 6.3.1 In 2022, HSDC published their Travel to Learn Strategy (TLS) which focused on a number of measures and policies to manage travel demand; the document was written in relation to development at the South Downs Campus.
- 6.3.2 The following student policies from the TLS are relevant to this Travel Plan
- Reducing the need to travel through changes to the curriculum and a blended approach of remote learning and face-to-face teaching;
 - Optimising the number of days a student is on campus (to three days per week)
- 6.3.3 Hampshire County Council's Highways Department has asked for clarification of how optimising student numbers on campus will reduce parking demand. As a result, a worked example is provided here:

Condensed Timetabling and Parking Demand: a worked example.

Currently, Sam and Charlie both have one lecture each day of the week, Monday to Friday. They both drive, so every day they take up two parking spaces in the car park.

Student ID	Mon	Tue	Wed	Thu	Fri	Weekly Traffic Movements
Sam	✓	✓	✓	✓	✓	10
Charlie	✓	✓	✓	✓	✓	10
Parking Demand	2	2	2	2	2	20

In future, Sam will have two lectures on Monday, two on Tuesday and one on Wednesday morning. Charlie will have one lecture on Wednesday afternoon, two on Thursday and two on Friday. This means that every day, they will only take up one parking space in the car park.

Student ID	Mon	Tue	Wed	Thu	Fri	Weekly Traffic Movements
Sam	✓	✓	✓			6
Charlie			✓	✓	✓	6
Parking Demand	1	1	1	1	1	12

So, this initiative of condensing timetabling reduces maximum parking demand by 50%, and weekly traffic movements by 40%. The impact is very clear to see – as if there are 1000 Sams and 1000 Charlies, halving parking demand and drastically reducing traffic in the area has clear benefits for the College and for the wider community.

6.3.4 The following relevant staff policies from the TLS should be applied to the South Downs Campus:

- Reducing the need to travel through the promotion of remote working;
- Promotion of car-sharing

6.3.5 In addition, there are some policies which apply equally to staff and to students which are relevant and should be implemented at the Campus:

- Implementation of walking strategies
- Encouraging cycling
- Promotion of public transport connections.

6.4 BREEAM Travel Plan Measures

6.4.1 A number of measures are also set out in the BREEAM guidelines, some of which may have relevance to this site and use. These are discussed as follows:

- *Negotiation with local bus, train or tram companies an increase in the local service provision for the development*
The existing bus services provide a high-quality service to the Campus. It is not considered that additional negotiation of services would be likely to be feasible.
- *Provision of a public transport information system in a publicly accessible area*
This can be considered, however increasingly people have access to real time public transport information through their smartphones.
- *Provision of electric recharging stations*
It is not considered that this specific development will trigger a need for EV charging, but it is a point worthy of consideration that over the next decade the demand for these facilities is likely to increase. HSDC should consider their policy for the gradual introduction of these facilities in response to growing demand.
- *Provision of parking priority spaces for car sharers*
This is a commitment in the Travel Plan
- *Consultation with the local authority on the local cycling network and improvements.*
It is considered that HSDC should engage with the Local Highway Authority to lobby for increased cycle safety measures around the site and on major routes through the town. This may also be best achieved through a Bicycle User Group forum, which should be set up by HSDC if one does not already exist.

- *Provision of dedicated and convenient cycle storage and provision of cyclists' facilities*
This has been included within the proposed development.
- *Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas.*
The existing waiting areas are outside the College site but are of reasonable quality.
- *Restrictions or charging for car parking*
This has been included in the proposed development and the policy measures of this Travel Plan.
- *Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes*
Pedestrian and cycle friendly routes, crossings and facilities are already available in the wider network; these may require further improvements, but this is not in the gift of the College, and would be a matter for the Local Highway Authority.
- *Provision of suitable taxi drop-off or waiting areas.*
There are drop-off areas within the site albeit these are not specifically for taxi use.

6.5 Hampshire County Council Recommended Measures

6.5.1 As part of their consultation response, HCC Highways have helpfully provided a number of additional measures which they recommend, many of which are consequently set out here as they are considered appropriate and proportionate.

- Provision of walking and cycling maps, and public transport information. While much of this can be found digitally, there is merit in creating specific "travel information packs" which would be available on campus, as well as providing digital links to the information via e-mail.
- Promotion of free health apps and travel websites – these can also be included in the travel information packs.
- Provision of bicycle service stations or bicycle repair equipment on campus (or visits by organisations such as Dr Bike to assist/teach cycle maintenance skills)
- Formation of a bicycle users group for staff and students.
- Promotion of the Cycle to Work scheme for staff
- Promote the Travel Plan through newsletters and/or social media
- Advertisement of student discounts on travel by bus, including schemes run by the transport operators and also schemes run by the College.

6.5.2 Implementation of a parking permit system should be carried out if parking demand is observed to exceed that available within the college campus. The parking permit system and associated allocation of permits should be undertaken by the travel plan co-ordinator and agreed by Hampshire County Council before implementation.

7.0 Management and Monitoring Arrangements

7.1 Management

7.1.1 For a Travel Plan to be effectively implemented it is vital to have commitment from Senior Management. In the case of the College, the Principal (Mike Gaston) should take effective leadership and oversight of Travel Planning matters.

7.1.2 However, the day-to-day work on Travel Plan implementation should be delegated to an individual known as the "Travel Plan Coordinator" (TPC).

7.1.3 The TPC role is as follows; it is not necessarily a full-time job, and could form an additional responsibility for an existing staff member. The identity and contact details for the TPC must be provided to the Local Authority, as a point of liaison and so that the Council can provide advice and support.:

- To lead on implementation and development of the Travel Plan
- To have responsibility for raising awareness and uptake of sustainable transport.
- To implement and promote schemes which aim to reduce the use of the private car.
- To organise and promote Travel Plan related publicity and awareness events.
- To act as the point of contact within the organisation for anyone requiring transport advice or information.
- To gather information about how staff and students currently travel to the site and report as required.
- To conduct travel surveys to establish why people travel the way they do and what the College can do to get them to change to sustainable transport.
- To liaise with senior management to secure support and funding for the plan.
- To set up and coordinate relevant steering groups, e.g. a Bicycle User Group (BUG)
- To work with senior management to formulate and implement a comprehensive car park management strategy.
- To be responsible for keeping the Travel Plan document up to date, including the action plan and monitoring reports.
- To work to improve on site facilities for those who choose to come by sustainable transport, for example increasing the cycle storage.
- To keep up to date with issues and new initiatives that affect sustainable transport.

7.1.4 A Travel Plan Sub Committee would allow the TPC access to additional resources, and it can also encourage buy-in to the Travel Plan from different groups within the College, so that representatives of teaching staff, catering staff, administrative staff and students can all be on the Sub-Committee and can add their ideas, energy and assistance to making a success of the Travel Plan and in particular, implementation of actions and measures.

7.1.5 Hampshire County Council require a cost estimate for the TPC, so that they can hire a consultant to implement the Travel Plan if this is not done in-house. A suggested figure of £2,000 per year, for five years has been put forward and accepted by the client.

7.2 Monitoring

7.2.1 In terms of monitoring requirements, updates to the Travel Surveys should be carried out in order to measure the extent of progress against targets, but also to critically examine whether measures and actions put in place are working, and if they are not, what alternatives should be tried instead. The surveys should then feed into monitoring reports which can be shared with the local authority and internally within the College, either as good news/press releases or as work in progress documents to keep travel awareness high on the agenda.

7.2.2 For the avoidance of doubt, the schedule for updated Travel Surveys and Monitoring Reports should be as follows:

Year 1	Year 2	Year 3	Year 4	Year 5
Baseline travel survey and a Monitoring Report, plus car parking surveys	Monitoring Report plus car parking surveys	Full Travel Surveys and Monitoring Report, plus car parking surveys	Monitoring Report plus car parking surveys	Full Travel Surveys and Monitoring Report, plus car parking surveys

7.2.3 The annual car parking surveys shown in the table above are to monitor levels of car parking demand and to establish whether parking demand can be accommodated within the on-site parking provision. Should issues be observed, then implementation of a permit parking regime as set out within Section 6.5.2 will be necessary to manage parking on-site.

7.2.4 Responsibility for carrying out future travel surveys and review of the Travel Plan will fall to the TPC, with support from the Travel Plan Sub Committee.

8.0 Action Plan

8.1 Design Measures

Action	Linked Objective	Whose Responsibility	Timescale
Ensure 74 additional car parking spaces and 48 P2W parking spaces are delivered	Avoid overspill car parking and p2w parking demand	Contractor and HSDC Senior Management	Before September 2026
Ensure that at least 160 secure and covered cycle spaces are delivered	Encourage more staff and students to cycle	Contractor and HSDC Senior Management	Before September 2026

8.2 Policy Measures

Action	Linked Objective	Whose Responsibility	Timescale
Curriculum to balance remote learning and face-to-face teaching	Reducing need to travel	Senior Management/ Curriculum coordinators	Ongoing
Optimise on-site learning (max 3 days per week)	Reducing need to travel	Senior Management/ Curriculum coordinators	Ongoing
Promote staff remote working practices	Reducing need to travel	TPC and Travel Plan Subcommittee	Every term/ ongoing
Promote car-sharing through events/publicity	Reduce solo-occupancy car travel	TPC and Travel Plan Subcommittee	Every term/ ongoing
Implement walking strategies through events/publicity	Encourage more staff and students to walk	TPC and Travel Plan Subcommittee	Every term/ ongoing
Encourage cycling through events/publicity	Encourage more staff and students to cycle	TPC and Travel Plan Subcommittee	Every term/ ongoing
Promote public transport connections through publicity	Encourage more staff and students to use bus/train	TPC and Travel Plan Subcommittee	Every term/ ongoing
Annual Parking Surveys to be carried out, with permit parking to be introduced if capacity is exceeded.	Avoid overspill car parking	TPC and Travel Plan Subcommittee	Once per year, or more often if the need arises.

8.3 Other Measures (BREEAM etc)

Action	Linked Objective	Whose Responsibility	Timescale
Make policy for phased introduction of EV charging facilities	Enable use of sustainable modes of travel	TPC and Senior Management	Discuss by September 2026 and repeat as needed
Provide priority parking for car-sharers	Reduce solo-occupancy car travel	TPC and Senior Management	By September 2026 and ongoing
Create Bicycle User Group to lobby the local authority on cycling infrastructure	Encourage more staff and students to cycle	TPC and Travel Plan Subcommittee	By September 2026

9.0 Delivery and Enforcement

- 9.1** It is accepted that the Travel Plan should be secured by and included within a Section 106 Legal Agreement relating to any Planning permission for the proposed development works to form the new Car Park 6 with retaining walls between the College site and the site to the south which is being separately developed for housing.
- 9.2** It is accepted that a security deposit will be paid equal to the value of the actions contained in the Travel Plan Action Plan, plus a surety of 10%, as required by Hampshire County Council. In the event that the Action Plan is not fully implemented, the deposit will be partially or wholly forfeited in line with terms to be set out in the legal agreement.
- 9.3** It is agreed that the College will pay HCC's travel plan evaluation and monitoring fees, as set out at: <https://www.hants.gov.uk/transport/developers/travelplans/assessment>

10.0 Conclusions

- 10.1** This Travel Plan was written by Scott White and Hookins at the request of Peter Marsh Consulting and on behalf of Havant and South Downs College (HSDC).
- 10.2** To recap, the currently proposed development which precipitated the need for a new Travel Plan consists of the demolition of the South Building and South East Building, separate sale and development of the parking areas in the southern end of the site and provision of a new Car Park 6 within the land previously occupied by the South Building. The new car park will provide 74 car parking spaces, 160 bicycle parking spaces and 48 spaces for powered 2-wheel vehicles (motorcycles, mopeds).
- 10.3** This Travel Plan has re-examined the existing and projected baseline travel demand of the site and has set out appropriate objectives, targets, measures and actions to mitigate the impact of the site on the wider transport network.
- 10.4** In particular, the Travel Plan seeks to reduce staff and student solo car travel proportions each by 15%, in favour of a variety of sustainable and active modes.
- 10.5** The Travel Plan has been designed to reduce car parking demand in order that the current parking provision remains sufficient for the foreseeable future; however it also is designed to deliver improved levels of sustainable and active travel choices.
- 10.6** Car Parking, Cycle Parking and Policy Measures have all been put in place in order to enable the change that the College wishes to see.
- 10.7** Robust management and monitoring requirements are in place, and will be enforced via Legal Agreement and financial measures to ensure compliance.

Appendix A

Proposed Site Layout Plan

[illegible]

Havant & South Downs College
South Downs Campus
Revised CP6 Layout Scheme

Overall Car Parking Plan

avani & South Downs College

Scott White and Hookins
Civil
Engineering
Sustainability
and BREEAM

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Scale at A1 - 1,500

CAUTION: FILL BY HAND



DO NOT SCALE FROM THIS DRAWING

Appendix B
Travel Survey Pro-Forma

Travel Survey Form

1. How do you usually get to and from College? (Tick ONE)

Bus	☐
Car – on my own	☐
Car – with others	☐
Car – dropped off	☐
Cycle	☐
Walk	☐
Motorbike/scooter	☐
Other (please specify)	☐

2. How close to South Downs campus do you live? (Tick ONE)

Under 1 mile	☐
Between 1 mile and 2 miles	☐
Between 3 miles and 5 miles	☐
Between 6 miles and 10 miles	☐
Over 10 miles	☐

3. If you were planning to drive to College, which of these statements would you agree with? (Tick ONE)

I would be willing to pay 50p per day to park, but understand there may not be a guaranteed space on-site	☐
I would be willing to pay more than 50p per day, for a guaranteed space	☐
I would not be prepared to pay to park on-site	☐

4. If you were planning to drive to College, which of these would encourage you to change your mind? (Tick all that apply)

A car share opportunity	☐
Good cycle storage facilities	☐
Green transport opportunities/incentives	☐
Having to pay to park	☐
The risk of not being able to park	☐
None of these options	☐
I need my car for work	☐
I need my car for personal reasons	☐

5. Do you feel, in light of limited car parking spaces, that priority should be given to any of the following? (Tick all that apply)

Staff	☐
Students	☐
Those with longest travel journeys	☐
Those with specific personal circumstances, identified and agreed through a criteria assessment	☐
No priority should be given	☐

6. If the College acquired additional cycle enclosures, would you cycle to College? Tick ONE

Yes	☐
No	☐

7. If you currently cycle or would consider cycling to College, please look through the following statements and tick all that apply:

I would cycle all year round	☐
I would only cycle in the warmer months	☐
I would pay for a space in a secure cycle shelter	☐
I would prefer separate staff and student cycle shelters	☐
I would share a cycle enclosure with a maximum of 10 assigned spaces	☐
Not applicable	☐

STAFF: Are you able to consider home-working in your role, for at least part of the working week?

Yes	☐
No	☐

STUDENTS: Would the issue of less or no available parking at South Downs make you decide not to come to College?

Yes	☐
No	☐

STUDENTS: To avoid parking limitations, do you think that some online learning would be a good solution in your timetable here?

Yes	☐
No	☐

Appendix C
January 2025 Parking Surveys

January 2025 South Downs Campus Parking Surveys

Car Park 1: recorded capacity of 31 spaces

Date	Monday 20 th January	Tuesday 21 st January	Wednesday 22 nd January	Thursday 23 rd January	Friday 17 th January
10:00	27	31	29	30	27
13:00	24	30	30	30	29
16:00	22	25	24	26	24
Average Daily Occupancy	24.3	28.7	27.7	28.7	26.7

CP1 is the nearest to the site entrance and as a result it is unsurprising that relatively high levels of parking occupancy were observed at all times.

Daily occupancy averages vary between 78% and 93%, and over the course of a whole week the average occupancy level is 87.8%.

The maximum occupancy level recorded was 100% (Tuesday morning), but at all other times there remained at least one space available.

Car Park 2: recorded capacity of 176 standard spaces plus 3 disabled accessible spaces

Date	Monday 20 th January	Tuesday 21 st January	Wednesday 22 nd January	Thursday 23 rd January	Friday 17 th January
10:00	164	148	150	151	110
13:00	159	142	140	138	105
16:00	140	109	115	110	80
Average Daily Occupancy	154.3	133	135	133	98.3

CP2 is the largest of the Campus' parking areas, but has a lower recorded capacity than previously advised on the grounds that most of the area to the north of "Northwest Building 2" has been given over to temporary bike storage.

CP2 daily occupancy averages vary quite widely, between 56% and 88%. Over the course of a whole week, the average occupancy level is 74.3%.

The maximum occupancy level recorded was 93% (Monday morning), at which time there were at least twelve spaces available.

Car Park 3: recorded capacity of 128 standard spaces, plus 10 disabled accessible spaces and 42 p2w spaces.

Date	Monday 20 th January	Tuesday 21 st January	Wednesday 22 nd January	Thursday 23 rd January	Friday 17 th January
10:00	104	99	102	108	79
13:00	107	100	101	98	83
16:00	92	81	94	86	72
Average Daily Occupancy	101	93.3	99	97.3	78

CP3 capacity is slightly higher than previously advised, and also includes the motorcycle parking areas during this interim phase; in the long term they will relocate to the new CP6.

CP3 daily occupancy averages vary between 61% and 79%. Over the course of a whole week, the average occupancy level is 73.2%.

The maximum occupancy level recorded was 84% (Thursday morning), at which time there remained twenty spaces available.

Car Park 4: recorded capacity of 13 spaces

Date	Monday 20 th January	Tuesday 21 st January	Wednesday 22 nd January	Thursday 23 rd January	Friday 17 th January
10:00	9	8	9	8	10
13:00	8	7	8	7	7
16:00	6	7	7	6	6
Average Daily Occupancy	7.7	7.3	8	7	7.7

CP4 is the small area of car parking to the east of the East Building and the Nursery, which has relatively few spaces and so a smaller range of possible average occupancy.

CP4 daily occupancy averages vary between 54% and 62%. Over the course of a whole week, the average occupancy level is 58%.

The maximum occupancy level recorded was 77% (Friday morning), at which time there remained three spaces available.

Car Park 5: recorded capacity of 40 spaces

Date	Monday 20 th January	Tuesday 21 st January	Wednesday 22 nd January	Thursday 23 rd January	Friday 17 th January
10:00	30	34	36	32	24
13:00	31	37	37	31	30
16:00	25	38	35	32	25
Average Daily Occupancy	28.7	36.3	36	31.7	26.3

As noted, the area of the Campus which has been allocated for the land sale has already been fenced off for the last two years, and so CP5 is the remaining part of that car park which is not affected by future development. Its recorded capacity is marginally lower than previously advised.

CP5 daily occupancy averages vary between 66% and 91%. Over the course of a whole week, the average occupancy level is 80%.

The maximum occupancy level recorded was 95% (Tuesday afternoon), at which point there remained two spaces available.

Overall: recorded capacity of 388 standard car spaces

Date	Monday 20 th January	Tuesday 21 st January	Wednesday 22 nd January	Thursday 23 rd January	Friday 17 th January
10:00	334	320	326	329	250
13:00	329	316	316	304	254
16:00	285	260	275	260	207
Average Daily Occupancy	316	298.7	305.7	297.7	237

In summary, the evidence from the surveys shows that only one of the five existing car parks was parked to full capacity at any time, and that there was evidence of significant levels of available car parking capacity across the site as a whole at all times.

Overall daily occupancy averages vary between 61% and 81%. Over the course of a whole week, the average car parking occupancy level for the site as a whole is 75%.

The maximum occupancy level recorded for the site as a whole was 86% (Monday morning); it is notable that none of the five existing car parks found their peak occupancy levels at the same time or weekday, and this also demonstrates that the College is managing parking demand across the Campus. At the time of the maximum occupancy level for the site as a whole, there were 54 available car parking spaces within the site, which demonstrates a good level of spare capacity to avoid any overspill car parking demand affecting the wider area.

Schedule 2 – County Council’s covenants

1 County Council’s covenants

1.1 The County Council Covenants with the Owner;

- 1.1.1 to use all of the sums received from the Owner under the terms of this Deed including any interest earned thereon for the purposes specified in this Deed including or for such other purposes for the benefit of the Development as the Owner and the County Council may agree in writing
- 1.1.2 following receipt of a written request to do so from the person that paid the Contribution or any relevant part of a contribution (‘the Payee’) to repay to the Payee such amount of the Walking & Cycling Contribution which remains unspent or uncommitted by the letting of a contract on the tenth anniversary of the Relevant Date (as defined in paragraph 1.1.3 below) together with interest (if any) at the rate from time to time prescribed under Section 32 Land Compensation Act 1961 from the date of payment until the date of written request for refund
- 1.1.3 for the purposes of paragraph 1.1.2 above the Relevant Date is the date of receipt by the County Council of the entire sum of the relevant Contribution or the last instalment of such Contribution.
- 1.1.4 within 28 days of the full implementation of the Travel Plan to the County Council's satisfaction to either:
 - 1.1.5 release any unspent part of the Travel Plan Bond; or
 - 1.1.6 refund any unspent part of the Travel Plan Cash deposit with interest accrued thereon (if any) at the rate from time to time prescribed under Section 32 Land Compensation Act 1961 from the date of payment until the date of written request for refund