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<i>Date</i>	21 May 2015	<i>E-mail</i>	Robert.Neave@hants.gov.uk

For the attention of David Eaves

Dear Sir

Havant Health and Well-Being Campus, comprising an 80-bed nursing home, 51 affordable extra care flats, 48 affordable and market supported living flats, community hub facilities, landscaped amenity gardens, car parking, with vehicular access from River Way and Leigh Road and pedestrian access from Lavant Drive and Crossland Drive with associated infrastructure.

Thank you for the opportunity to comment on the above planning application for the proposed development at Havant Health and Well-Being Campus. The proposed development is located on the Former Oak Park School, Leigh Road, Havant

Existing Conditions

Pedestrian

The Transport Assessment (TA) provides information on existing walking and cycling routes in the vicinity of the site.

With regards to pedestrian provision the TA points out that access will be provided on the four surrounding roads. These roads contain footways on either side of the carriageway and are lit by street lighting.

Cycling

With regards to cycling provision the National Cycle Route 22 is located adjacent to the site and provides connections towards Havant town centre to the south, this will provide opportunities to encourage staff to commute by bike.

Buses

Accessibility to the bus provision is good as Crossland Drive and Petersfield Road bus stops are within 120m of the proposed development. These stops provide regular services to Havant town centre and Havant bus station.

Rail

Havant rail station is located approximately 600m from the centre of the development, the station provides services to the key areas of London, Portsmouth, Chichester and Petersfield as well as smaller areas such as Bedhampton and Cosham.

Personal Injury Accident Data

Personal injury accident data has been obtained for the latest five year period available. In total there have been eight accidents over the 5 year period, with all accidents resulting in slight injuries. The majority of the recorded accidents have been attributed to driver error with no discernible pattern relating to highway geometry.

Development Proposals

Vehicular Access

Drawing A048-020 outlines the primary vehicular access point to the development site. It consists of a 'simple' priority junction along the eastern boundary of the site, which will connect to Old Copse Road. This has been designed in accordance with speed surveys as presented in the TA and will provide access to all parking spaces provided on the campus.

The secondary vehicular access point is on the western boundary along Leigh Road, which is to be used by servicing and emergency vehicles for access.

The proposed vehicle accesses are acceptable in principle, subject to a S278 agreement.

Pedestrian Access

Footways will be provided from both vehicular accesses. The proposed site plan (Drawing 598-PL-101) outlines the provision of a pedestrian access point onto Crossland Drive, which will allow direct access to the local bus provision.

The proposed pedestrian access is acceptable in principle, subject to a S278 agreement.

Development Impact Assessment

Trip Generation

In order to calculate how many additional trips will result from the proposals, the industry standard trip rate database TRICS, has been used. The rate has been based on elderly flats and nursing home categories. This is deemed acceptable by the Highway Authority and results in the following:

		AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
		In	Out	Two Way	In	Out	Two Way
Care Home	Veh Trip Rate (per Bed)	0.07	0.06	0.13	0.05	0.10	0.15
	Veh trips (80 Beds)	6	5	11	4	8	12
Supported Living/Extra Care	Veh Trip Rate (per Bed)	0.07	0.05	0.11	0.05	0.06	0.11
	Veh trips (126Beds)	9	6	15	6	8	14
Total		15	11	26	10	16	26

Traffic Distribution

The pattern of travel associated with the site during the peak hours has been determined by using traffic data collected from ATC survey's and distributing accordingly. The trip distribution methodology is considered to be acceptable.

Traffic Growth

In order to growth traffic from 2014 levels to 2019 the National Transport Model (NTM) has been used with adjustments made for local factors derived from TEMPRO. This has resulted in a growth factor during the AM peak of 1.0632 and in the PM peak of 1.0661. The Highway Authority considers the growth rates are acceptable.

Traffic Impact

In order to understand the traffic impact on the local network, capacity assessments have been undertaken during the AM and PM peak periods. The study junctions (SJ) have assessed the impact during the 2019 scenario year to determine whether the junctions would operate within capacity.

SJ1: Site Access / Old Copse Road

	2019 With Development			
	AM Peak		PM Peak	
	RFC	MAX Q	RFC	MAX Q
Site Access	0.02	1	0.3	1
Old Copse Road (N)	0.02	1	0.2	1

As the table above demonstrates, during the morning AM peak, the Site Access arm registers a Ratio of Flow to Capacity (RFC) 0.02. During the PM peak RFC registers a value of 0.3.

Old Copse Road (N) recorded a RFC of 0.02 during the AM and PM periods, therefore both arms are within the RFC design capacity of 0.85 and below the theoretical capacity of 1.0

SJ2: Old Copse Road/Crossland Drive

	2014 Baseline				2019 With Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	MAX Q	RFC	MAX Q	RFC	MAX Q	RFC	MAX Q
Crossland Drive (E)	-	-	-	-	-	-	-	-
Old Copse Road	0.09	1	0.12	1	0.12	1	0.17	1
Crossland Drive (W)	0.04	1	0.03	1	0.05	1	0.04	1

The modelling suggests that there is no significant impact on the network from the health Campus. The highest RFC is registered at 0.17 along the Old Copse Road arm during the PM peak. This is within the RFC design capacity of 0.85 and below the theoretical capacity of 1.0

SJ3: Lavant Drive/ Leigh Road

	2014 Baseline				2019 With Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	MAX Q	RFC	MAX Q	RFC	MAX Q	RFC	MAX Q
Lavant Drive (W)	-	-	-	-	-	-	-	-
Leigh Road	0.03	1	0.05	1	0.03	1	0.06	1
Lavant Drive (E)	0.01	1	0	0	0.01	1	0	0

The junction arms are within the RFC design capacity of 0.85 and well the theoretical capacity of 1.0.

Wider Network Impact

The increase in vehicle movements on the wider highway network has been assessed and results in the following:

Link	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)	
	2014 Baseline	Development Trips	2014 Baseline	Development Trips
Crossland Drive (West of Old Copse Road)	836	+11	813	+13
Crossland Drive (East of Old Copse Road)	827	+11	807	+11
Leigh Road (South of Lavant Drive)	136	+5	90	+3

As the above table demonstrates the impact resulting from the development equates to additional 11 and 13 vehicles movements during the AM and PM peaks respectively, along Crossland Drive to the west of Old Copse Road.

In regards to vehicles movements along Crossland Drive to the east of Old Copse Road, this would see an additional 11 movements during the peak hours. The impact as outlined above is not considered by the Highway Authority to be severe.

Travel Plan

Overall this is a well thought through and constructed Travel Plan (TP). There are some elements that need addressing. The significant concern is the lack of attention to visitors to the site, given that there may be travel generated by family visiting their relatives and subsequent measures to manage this – this is something that must be addressed throughout the TP. A separate response has been forwarded to the applicant identifying where further information is required. The agreed TP will be secured through s106 agreement.

Recommendation

On the basis of the Transport Assessment, the Highway Authority is satisfied that the impact of the development on the local transport network has been appropriately quantified and assessed.

The Highway Authority is satisfied that the impact of the development can be mitigated, and therefore raises no objection from a transport perspective to this application subject to the following Conditions, and subject to the applicant entering into a Section 106 Legal Agreement to secure the following package of mitigation;

- Implementation of a Revised Travel Plan
- Payment of the Travel Plan Approval and Monitoring Fees
- Provision of a surety mechanism to ensure implementation of the Travel Plan
- Delivery of site access works as shown in the principle drawings A048-020/PO.
- Implementation of secure pedestrian access as shown in the principle drawing 598-PL-101 Rev B

I trust that the above is clear but should you wish to discuss this matter please do not hesitate to contact Robert Neave on the above number.

Yours faithfully

Ben Clifton
Team Leader
Strategic Transport

CC Peter Marshall Havant Borough Council