

REPORT

Proposed 86-bedroom Care Home, Land North of Lavant Drive, Havant, PO9 2AW

Transport Assessment

Client:	Perseus Land and Developments
Reference:	PC8878-HAS-XX-XX-RP-R-0001
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1 Introduction

1.1 Preamble

- 1.1.1 This Transport Assessment (TA) has been prepared by Integrated Transport Planning (ITP), Haskoning's UK-based transport consultancy, on behalf of Perseus Land and Developments Limited (the 'Applicant'), in association with the proposed development of an 86-bed care home development on Land North of Lavant Drive, Havant, PO9 2AW (herein referred to as the 'Site').
- 1.1.2 The Site is located on land to the north of Lavant Drive in Havant and is currently largely undeveloped. The surrounding area comprises a mix of healthcare, community, residential and commercial land uses, including adjacent NHS facilities and associated car parking areas.
- 1.1.3 Lavant Drive provides a connection to Leigh Road and the wider local highway network, with onward links to the B2149 and strategic routes beyond. The Site is considered to be located within a sustainable location, with access to local services, facilities and public transport provision within the wider area. The location of the Site is illustrated in **Figure 1-1**.

Figure 1-1: Site Location Plan



- 1.1.4 The Site falls within the administrative boundary of Havant Borough Council (HBC), which acts as the local planning authority (LPA), while Hampshire County Council (HCC) is the local highway authority (LHA).

1.2 Development Proposals Overview

- 1.2.1 The proposed development comprises the construction of a care home (within use Class C2) with access, car parking, landscaping and other associate works. The care home is intended to provide a range of care services, including residential, nursing and dementia care, within a purpose-built facility.
- 1.2.2 The development is proposed to be arranged over a mix of two, two-and-a-half and three storeys, and will be supported by on-site car parking, including accessible spaces, together with a dedicated ambulance drop-off area. Access to the Site would be taken from Lavant Drive.

1.3 Report Purpose

- 1.3.1 This TA has been prepared to support a full planning application for the proposed 86-bed care home development. The report provides an assessment of the transport and highways implications of the proposed development, including accessibility, trip generation, parking demand and operational characteristics, having regard to the scale and nature of the proposals.
- 1.3.2 The requirement for a TA is established with reference to the HBC Parking Supplementary Planning Document (July 2016, updated September 2019), the Borough's 'Parking SPD', which is reviewed in detail within **Section 2** of this report. The SPD confirms that Transport Assessments are required for developments generating significant levels of movement and sets out Hampshire County Council (HCC) thresholds. The SPD identifies that a TA is required for care establishments exceeding 500 sqm gross floor area or 5 bedrooms. As the proposed development comprises an 86-bed care home, it significantly exceeds these thresholds and therefore necessitates the preparation of a full TA to support the application.

1.4 Planning History

- 1.4.1 A review of the HBC online planning register has not identified any extant or historic planning applications directly associated with the Site.
- 1.4.2 It is noted, however, that land located to the north and east of the Site benefits from planning permission for the development of the Havant Health and Well-Being Campus (ref: APP/15/00303), which comprises an 80-bed nursing home, 51 affordable extra care units, 48 supported living units and associated community hub facilities.

1.5 Report Structure

- 1.5.1 Following this Introduction, this TA is structured as follows:
- **Section 2** provides an overview of national, regional and local 'transport and land use' planning policy relevant to the proposed development.
 - **Section 3** describes the existing highway layout in the vicinity of the development Site.
 - **Section 4** provides a summary of the Site's accessibility by non-car modes of travel.
 - **Section 5** summarises the proposed development scheme.

- **Section 6** quantifies the development Site's trip generation through a multi-modal trip assessment from surveys of comparable sites, extracted from the TRICS database.
- Finally, **Section 7** provides a summary and conclusion to this document.

2 Policy Context

2.1 Overview

- 2.1.1 This section of the report provides a review of the transport planning policy context relevant to the proposed development, including national, regional and local policy and guidance. The review identifies relevant policy principles and requirements that inform the assessment of the development proposals in respect of transport and highways.

National Planning Policy Framework (NPPF) (2026)

- 2.1.2 The National Planning Policy Framework (NPPF) was updated on the 17th August 2026 by the Ministry of Housing, Communities and Local Government (MHCLG) and sets out the Government's national planning policies for plan-making and decision-making in England. The Framework is a material consideration in the determination of planning applications and provides the overarching policy context against which development proposals are assessed.
- 2.1.3 Transport is addressed principally in Chapter 15: *Promoting Sustainable Transport* (Policies TR1-TR8). Policy TR1 promotes a vision-led approach to transport planning, requiring sustainable transport considerations to be integrated from the earliest stages of plan-making and development design to support well-connected, sustainable and accessible places.
- 2.1.4 Parking is addressed through Policy TR2, which requires local parking standards to reflect a location's accessibility, opportunities for sustainable travel, local car ownership levels and the need to provide infrastructure for electric vehicles, cycle parking and disabled users. The policy also supports the use of maximum parking standards where appropriate to encourage sustainable travel and optimise development in well-connected locations.
- 2.1.5 Policy TR3 requires development to be located where it can support sustainable patterns of movement, provide good accessibility for different users and make effective use of existing and proposed transport infrastructure. Development generating significant levels of movement should be located in sustainable locations that offer a genuine choice of travel modes, minimise the need to travel by private car and appropriately mitigate any transport and highway impacts.
- 2.1.6 The Framework places significant emphasis on the design of development and its interaction with the transport network. Policy TR4 requires transport infrastructure and movement to be integral to the design of development, with priority given first to walking, wheeling and cycling, and secondly to high-quality public transport. Development should facilitate sustainable travel choices and include appropriate access, layout and parking provision reflecting the nature, location and connectivity of the site.
- 2.1.7 Development must appropriately address transport impacts, with schemes generating significant levels of movement supported by a Transport Assessment or Transport Statement and, where required, a Travel Plan. Policy TR6 confirms that development should only be refused where it would result in a severe adverse impact on the transport network, including cumulative impacts, or an unacceptable impact on highway safety, taking account of proposed mitigation measures and wider network improvements.

National Planning Practice Guidance (NPPG)

- 2.1.8 The National Planning Practice Guidance (NPPG) provides supporting guidance to the National Planning Policy Framework and includes advice on the requirement for and scope of Transport Assessments, Transport Statements and Travel Plans.
- 2.1.9 The NPPG advises that these documents should be prepared where development proposals are expected to generate significant amounts of movement, with the requirement determined on a case-by-case basis by the local planning authority, having regard to the scale and nature of the development and the characteristics of the surrounding area.

BREEAM UK New Construction 2025 (Version 7)

- 2.1.10 The Building Research Establishment Environmental Assessment Method (BREEAM) 'New Construction' UK guidance version 7.0.0 was published in 2025 and includes recommendations and requirements to assist new build or redevelopment schemes to achieve environmental, social and economic sustainability.
- 2.1.11 BREEAM sections Tra 01 and Tra 02 provide guidance relating to the preparation of Transport Assessments, Travel Plans and Sustainable Transport Measures. With regard to Transport Assessments, Tra 01 requires the following:
1. *'Conduct a site-specific transport assessment by the end of the Concept Design stage;*
 2. *The transport assessment or statement must cover the following elements as a minimum:*
 - 2a. *An overview of the proposed development, including its size, type, location, and intended use.*
 - 2b. *An analysis of current transport infrastructure and services to identify relevant constraints and opportunities. This must include the travel patterns of existing building users in relation to:*
 - *Walking infrastructure: sidewalks, paths and crossings*
 - *Cycle infrastructure: cycling lanes and cycle parking*
 - *Public transport: the site's connectivity to public transport services*
 - 2c. *Inclusive design: Evaluation of transport infrastructure for people with disabilities, such as mobility, visual, and age-related requirements.*
 - 2d. *Accessible amenities: The number and type of existing accessible amenities within 500 m of the site. The distance to an amenity must be measured via a safe pedestrian route from the main building entrance.*
 - 2e. *Public Transport Accessibility Index (PTAI): Calculate the existing PTAI,*
 - 2f. *Future travel patterns: Predicted travel patterns and transport impacts of future building or site users.'*
- 2.1.12 This TA has been produced in accordance with the BREEAM UK New Construction Guidance version 7.0.0 and will demonstrate the number and type of amenities accessible within the vicinity of the Site, future user accessibility, public transport accessibility, and facilities available for cyclists.

2.2 Regional/County Policy

Hampshire Local Transport Plan 4 (LTP4) (2024)

2.2.1 The HCC Local Transport Plan (LTP) 4, adopted in February 2024, summarises the Council's transport vision for 2050, including the key transport outcomes and principles that will guide future decision making. The LTP 4 document forms the primary transport policy for HCC up to 2050.

2.2.2 Policy DM2 states that HCC will:

- d. 'ensure that planning applications are supported by Transport Statements/Assessments and Travel Plans in accordance with the County Council's guidance;*
- e. require development that is well designed and planned to reduce the need to travel;*
- f. require that developments are designed to widen the choice of modes that can be used (i.e. those which design in high levels of walking, cycling and public transport use);*
- g. require developments to actively use parking strategies, plans and pricing to lock in sustainable travel behaviours.'*

2.2.3 Policy C3 states that the Council will ensure developments *'give appropriate consideration (in the following order to the following Road User Utility Framework:*

- i. opportunities to reduce travel demand and the need to travel;*
- ii. vulnerable users, including people with disabilities or long-term mobility-related health conditions;*
- iii. people who walk;*
- iv. people who cycle and ride horses;*
- v. people who use public transport (bus, coach, rail, taxi, community transport);*
- vi. delivery of goods; and*
- vii. other motor vehicles.'*

2.2.4 Policy C6 states that the Council will *'work with local communities, educational establishments, businesses, local media and other organisations to deliver travel planning and safety advice, and other evidence based interventions'* to encourage sustainable healthy and active travel.

HCC Transport Contributions / Developer Guidance (2007)

2.2.5 HCC's Transport Contributions Policy sets out the framework for securing financial contributions from new development towards transport infrastructure and measures required to mitigate the impact of development. The document confirms that such contributions are typically secured through planning obligations (Section 106 agreements) and are intended to ensure that development is acceptable in planning terms by addressing its transport-related impacts.

2.2.6 The policy establishes that contributions should be calculated in a clear, consistent and transparent manner, and should be directly related to the scale and nature of the proposed development. It also reflects national guidance that obligations must be necessary, proportionate and fairly related in scale and kind to the development. In this context, the use of standard charges and formula-based approaches is supported to provide certainty and efficiency in the development process.

- 2.2.7 The policy also acknowledges that, where appropriate, contributions from multiple developments can be pooled to support the delivery of wider infrastructure improvements, particularly where cumulative impacts arise. Overall, the document provides a basis for ensuring that development contributes appropriately to the enhancement of the transport network and the promotion of sustainable travel.

HCC Companion Guide to the Manual for Streets (2010)

- 2.2.8 Hampshire County Council's Companion Document to Manual for Streets has been prepared as local guidance to sit alongside Manual for Streets. It does not replace Manual for Streets but provides HCC's local interpretation of its principles and sets out the technical requirements associated with the design and adoption of streets within Hampshire.
- 2.2.9 The Companion Document provides guidance on visibility, noting that excessive visibility and wider carriageways can contribute to higher vehicle speeds and may be counterproductive in some circumstances. The document supports the application of Manual for Streets visibility principles on roads with a regulatory speed limit of 35mph or below, or where recorded 85th percentile speeds are below 35mph.
- 2.2.10 The guidance emphasises the importance of understanding local street context and avoiding standardised highway design solutions where they do not respond to local circumstances. It also highlights the need for early consideration of matters such as pedestrian and cycle movement, visibility, safety audit, drainage, utilities, tree planting, landscaping and highway adoption requirements.

2.3 Local Policy

Havant Borough Local Plan (Core Strategy) (2011)

- 2.3.1 The Havant Borough Core Strategy was adopted in March 2011 and forms part of the Havant Borough Local Development Framework. It sets out the strategic planning framework for the Borough up to 2026 and includes policies against which individual planning applications are assessed.
- 2.3.2 Policy DM7 relates to elderly and specialist housing provision and is directly relevant to the proposed care home. The policy supports development specific to the needs of the elderly, people with disabilities and other specialist supported housing.
- 2.3.3 Policy DM7 also recognises that nursing homes may have different operational requirements to other forms of specialist accommodation, including centralised refuse storage, servicing requirements and potentially lower parking demand. It also notes that parking for visitors and commercial / delivery vehicles may be required.
- 2.3.4 Policy DM12 requires new development to mitigate its travel impacts, including environmental impacts such as noise, air quality and visual effects, as well as impacts on amenity, health and climate change. The policy requires the submission of a Transport Assessment and Travel Plan for major developments, or where a proposal is likely to have significant transport implications.

Havant Borough Parking SPD (2016, updated 2019)

- 2.3.5 The Havant Borough Parking Supplementary Planning Document (SPD) was adopted in July 2016 and partially updated in September 2019. The SPD sets out Havant Borough Council's off-street parking standards for new development and provides guidance on the level of car, cycle, motorcycle and disabled parking to be provided.
- 2.3.6 The SPD sets out different parking standards for sites within Havant Town Centre, Waterlooville Town centre and sites outside these town centres. These different standards reflect *"the fact that some areas of the Borough, such as town centres, are closer to shops and services and more accessible by non-car means. In these areas, reliance on private car use and ownership should be less."*
- 2.3.7 **Table 2-1** summarises the parking requirement for each of these sites as set out in the SPD.

Table 2-1: Parking requirements as per the Havant Borough Parking SPD

Type of Provision	Minimum Car Parking Requirement	Havant Town Centre	Waterlooville Town Centre
Nursing and rest homes	1 space per 4 residents	1 space per 8 residents	1 space per 6 residents
	1 space per staff	0.5-1 space per staff	1 space per staff
	1 long stay cycle space per 6 staff	1 long stay cycle space per 3 staff	1 long stay cycle space per 4 staff
	1 loop/hoop per 4 units	1 loop/hoop per 2 units	1 loop/hoop per 3 units

- 2.3.8 The SPD states that, as staff at nursing and rest homes are likely to operate over a 24-hour period, the calculation of staff parking should be based on the number of staff typically present on the site at any one time. Supporting information should therefore be provided with the planning application, including details of staffing levels, working hours and shift patterns.
- 2.3.9 The SPD also says that for *"schemes where residents receive a high degree of support and care will require less parking for residents than general residential homes, but will need more parking for staff and visitors."*
- 2.3.10 The SPD also identifies that one motorcycle space should generally be provided for every 25 car parking spaces, and that disabled persons' parking should be provided as a ratio of 5% of the total parking allocation.
- 2.3.11 Chapter 5 of the SPD sets out thresholds for Transport Assessments. It confirms that a Transport Assessment is required for care establishments exceeding 500sqm or five bedrooms. As the proposed development comprises an 86-bed care home, it exceeds this threshold and therefore requires a Transport Assessment to consider and, where necessary, mitigate the transport impacts of the proposals.

3 Existing Conditions

3.1 Overview

- 3.1.1 The Site is currently undeveloped and is located on land to the north of Lavant Drive, approximately 0.5km north of Havant Rail Station. A site location plan is provided in Error! Reference source not found..
- 3.1.2 The immediate surrounding area comprises a mix of healthcare, community, residential and commercial land uses. Oak Park Community Clinic, an NHS facility, is located immediately to the south of the Site on the opposite side of Lavant Drive. The Site is also bordered to the east by a car park associated with the adjacent community clinic.
- 3.1.3 Vehicular access to the Site is available from Lavant Drive, which forms the principal local access route in the vicinity of the Site. Lavant Drive provides onward connection to Leigh Road, which in turn connects to Petersfield Road (B2149) and the wider local highway network.
- 3.1.4 It is also noted that land to the north and east of the Site benefits from planning permission for the Havant Health and Well-Being Campus (ref: APP/15/00303). The approved development comprises an 80-bed nursing home, 51 affordable extra care units, 48 supported living units and associated community hub facilities.

3.2 Local Highway Context

Lavant Drive

- 3.2.1 Lavant Drive is a local access two-way carriageway which serves several healthcare, community and associated parking facilities in the vicinity of the Site and also provides access to the Site frontage.
- 3.2.2 Lavant Drive connects to Leigh Road to the west, which provides onward access to the wider local highway network. The road is considered to perform a local access function rather than a strategic through-route, with traffic movements primarily associated with existing healthcare, community and local residential uses.
- 3.2.3 Lavant Drive is subject to a 30mph speed limit, consistent with its local access function. The road is also subject to on-street waiting restrictions in the vicinity of the Site, including double yellow lines, which restrict waiting and help maintain access and visibility along the local highway.
- 3.2.4 Footway provision is available in the vicinity of the Site, providing pedestrian connection between the Site, adjacent healthcare facilities and onward routes towards Leigh Road. Street lighting is also present along Lavant Drive, supporting pedestrian and vehicular movement during hours of darkness.
- 3.2.5 Crossing opportunities are available outside the existing parking facility, with dropped kerbs provided to facilitate pedestrian movements. Lavant Drive is also subject to physical traffic calming measures, including raised table-top crossings, which help to manage vehicle speeds in the vicinity of the Site.

Petersfield Road (B2149)

- 3.2.6 Petersfield Road forms part of the B2149 and provides a north-south route through Havant. It connects with Leigh Road via New Road Roundabout to the west of the Site and provides access to surrounding residential areas and the wider local highway network.
- 3.2.7 In the vicinity of the Site, Petersfield Road is a two-way road and performs a local distributor function. It provides connections south towards Havant town centre and Havant Rail Station, and north towards the A3(M) corridor.
- 3.2.8 Pedestrian infrastructure is generally present along Petersfield Road, with footways provided along sections of the route and crossing opportunities available at key junctions. The route also accommodates local bus movements, providing access to public transport services within the wider area.

Strategic Road Network

- 3.2.9 The Site is located within reasonable proximity of the strategic road network. From Lavant Drive, vehicles can access Leigh Road and Petersfield Road, with onward connections available to the A3(M) and the wider highway network.
- 3.2.10 The A3(M) lies to the west of the Site and provides a strategic north-south route between Havant and the wider A3 corridor, including connections towards Waterlooville, Horndean and Petersfield to the north. To the south, the A3(M) connects with the A27 corridor, which provides strategic east-west movement along the south coast.
- 3.2.11 The M27 can be accessed via the A27 to the west of Havant. The M27 provides a strategic east-west motorway route across South Hampshire, connecting Portsmouth, Fareham, Southampton and the wider motorway network.

3.3 Public Car Parking

- 3.3.1 The site is located a walk distance of approximately 700 metres from the Civic Centre public 'pay-and-display' car park. The car park, which is accessed from Civic Centre Road, is a 214-space surface level car park that is open to the public, 7-days a week. It is understood that the following weekday car parking charges currently apply from 08:00-18:00. Outside of these hours parking is free.
- 1-hour: £0.80
 - 2-hours: £1.20
 - 3-hours: £2.40
 - 4-hours: £3.60
 - Up to 1-day: £7.10
- 3.3.2 On a Saturday and Sunday, charges (08:00-18:00) are as follows:
- 4-hours: £1.30
 - Up to 1-day: £1.90

3.4 Highway Safety Review

- 3.4.1 A review of personal injury collision (PIC) data has been undertaken using the CrashMap website (<https://www.crashmap.co.uk/>). The review has considered recorded PICs within a 200m study area of the Site, covering the most recent five-year period available. The purpose of the review is to determine whether the PIC record for the local highway indicates any road safety issues in the vicinity of the Site.
- 3.4.2 The data identifies four recorded PICs within the 200m study area over the five-year period reviewed. Of these, one was recorded as serious and three were recorded as slight. No fatal collisions were recorded within the study area during the review period. The recorded collisions are summarised in **Table 3-1** and mapped in **Figure 3-1**. The full reports of the PICs are included in **Appendix A**.
- 3.4.3 Three of the four recorded PICs occurred in the vicinity of the B2149 Petersfield Road / Crossland Drive signalised junction. This junction is located on the wider highway network and is not associated with Lavant Drive or the proposed Site access. The remaining PIC occurred on an unclassified road to the west / north-west of the Site.
- 3.4.4 No recorded PICs are shown on Lavant Drive in the immediate vicinity of the proposed Site access. The collision record does not therefore indicate an existing highway safety issue directly associated with the Site frontage or the section of Lavant Drive from which the proposed development would be accessed.
- 3.4.5 Overall, the review of PIC data does not identify any existing collision pattern or highway safety concern in the immediate vicinity of the Site access that would preclude the proposed development.

Figure 3-1: PIC data recorded in the surrounding highway network of the proposed development

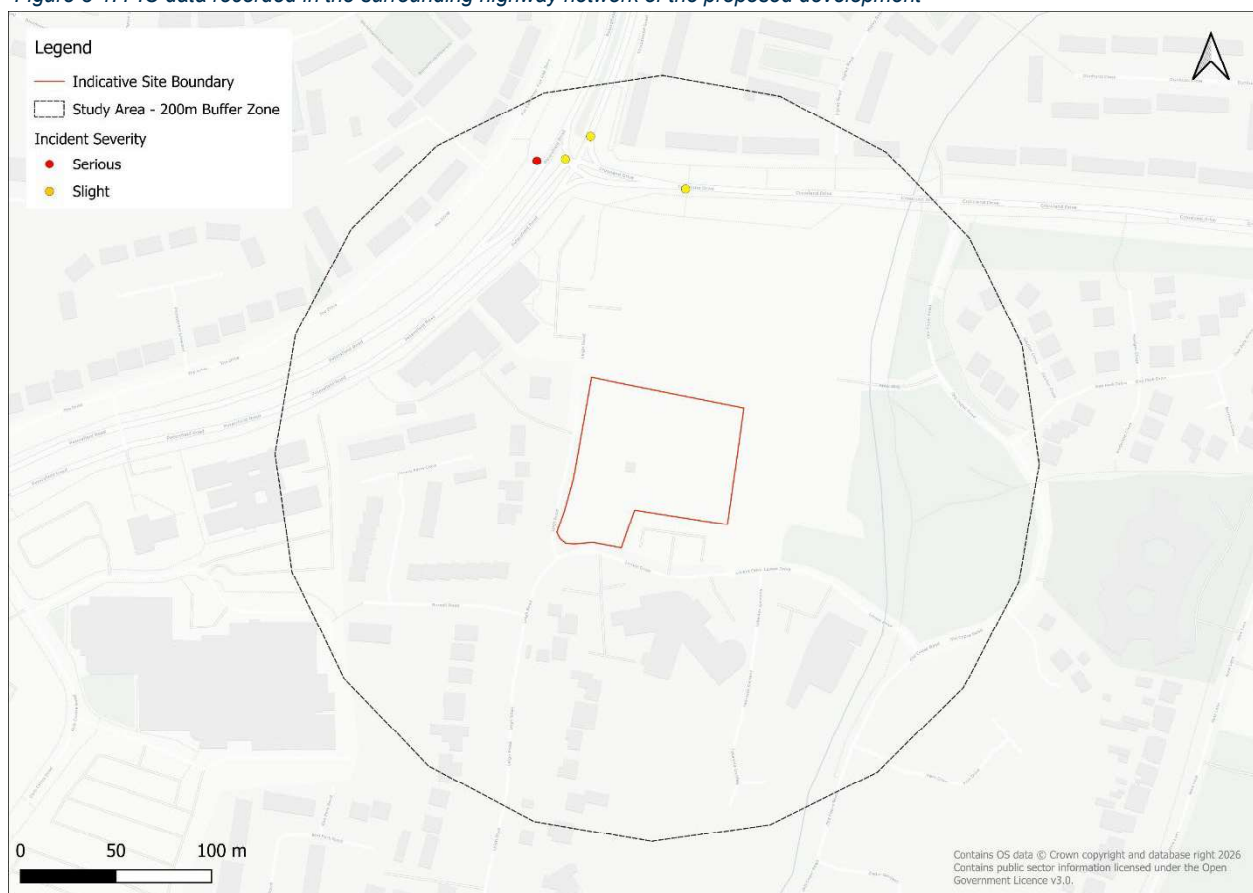


Table 3-1: PIC Summary

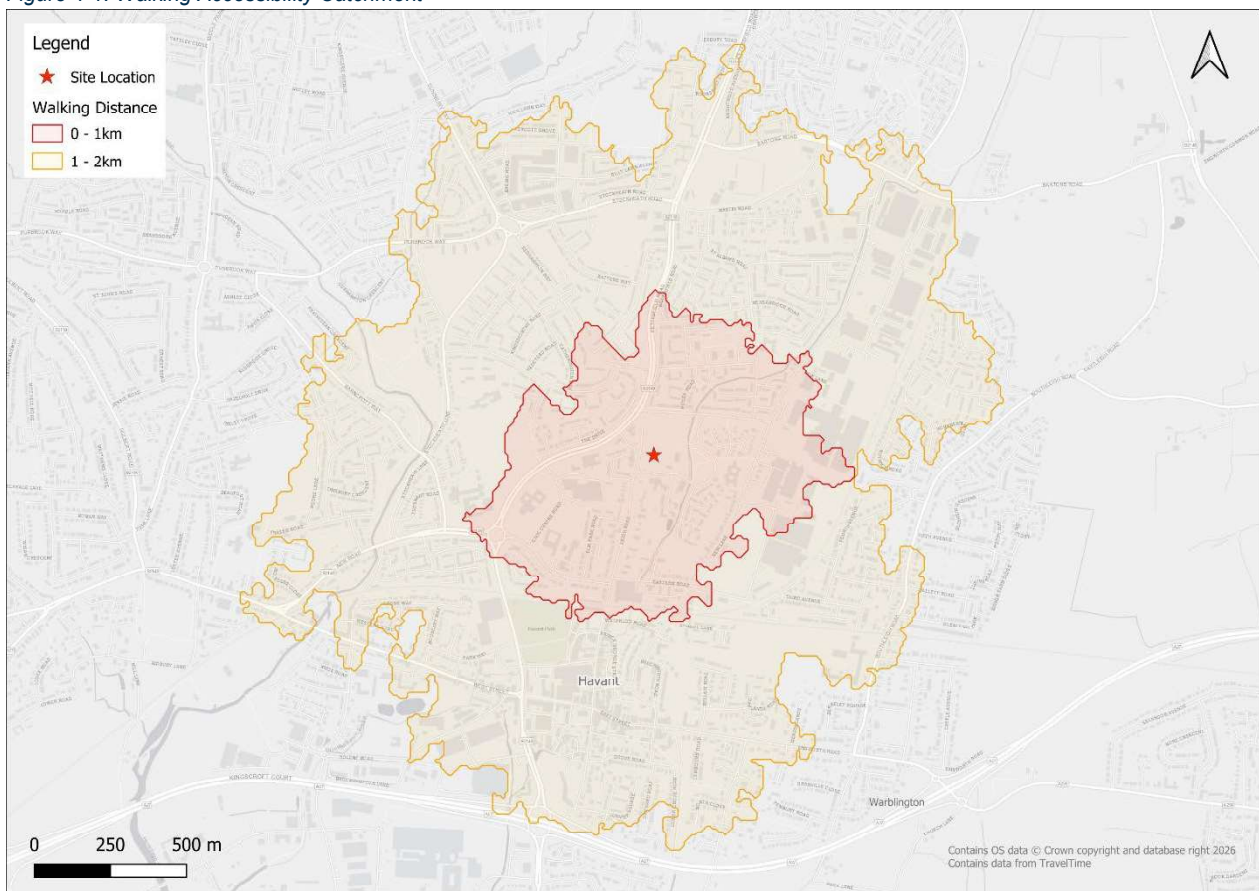
Date	Severity	Casualty	Location
29 July 2020	Serious	2	B2149 Petersfield Road / Crossland Drive signalised junction area
9 December 2022	Slight	4	B2149 Petersfield Road / Crossland Drive signalised junction area
31 December 2023	Slight	2	B2149 / Crossland Drive signalised junction area
28 October 2024	Slight	2	Unclassified road to the west / north-west of the Site

4 Accessibility by Active and Sustainable Modes of Travel

4.1 Accessibility by Walking

- 4.1.1 It is widely recognised that walking is the most important mode of travel at the local level and has the potential to replace short journeys¹, particularly for trips below 2km.
- 4.1.2 The Chartered Institution of Highways and Transportation (CIHT) identifies that approximately 80% of journeys shorter than one mile are made wholly on foot. The Department for Transport's walking and cycling statistics also indicate that the average walking trip length in England is approximately 1.7km². Given this is an average, for some, it will be acceptable to walk more than 1.7km.
- 4.1.3 Accordingly, 1km and 2km walking catchments have been prepared for the Application Site and are presented in **Figure 4-1**. The walking catchments demonstrate that the Site is located within walking distance of a range of local services, facilities and public transport connections within Havant.

Figure 4-1: Walking Accessibility Catchment



¹ Guidelines for Providing for Journeys On Foot, Institute of Highways and Transportation (2000)

² NTS0303 (2024) – Average value taken for categories 'Walk' and 'Walks of a mile or more'

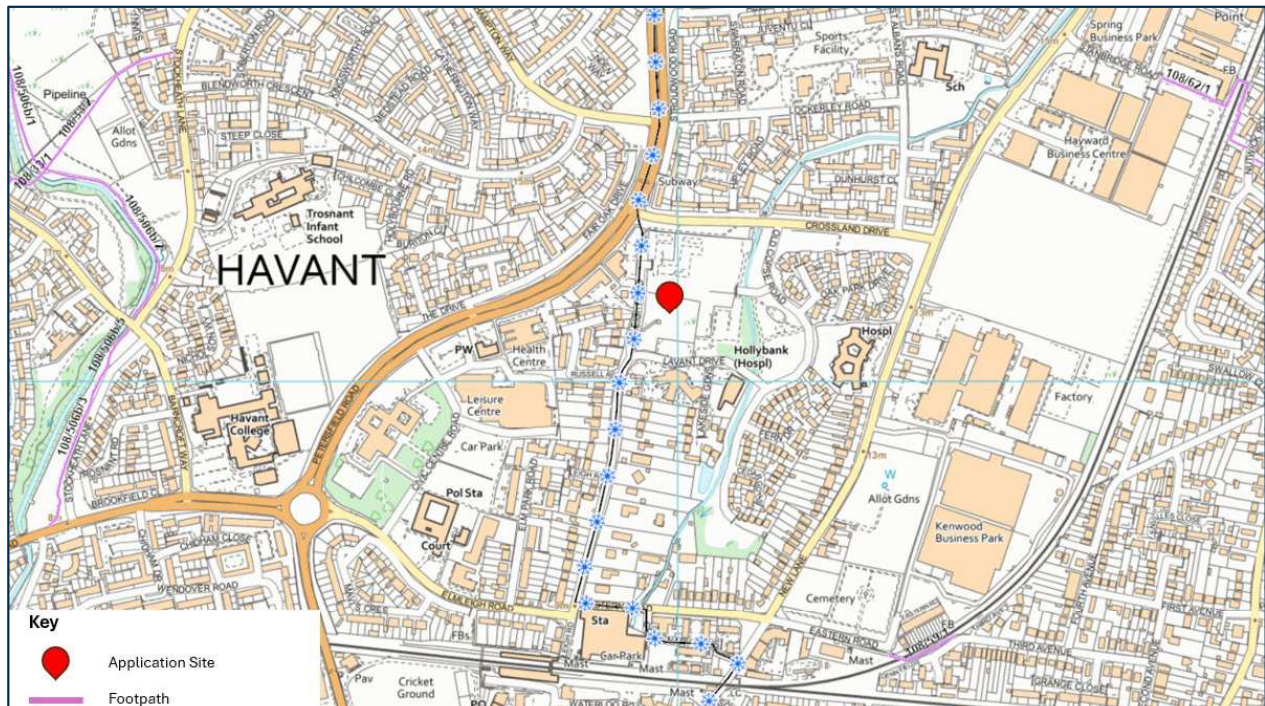
- 4.1.4 A summary of local services and facilities within walking distance of the Application Site is provided in **Table 4-1**. These have been identified having regard to the BREEAM accessibility methodology. As shown, a range of healthcare, community, leisure, education, food and convenience-related facilities are available within approximately 1.3km of the Site. These include Oak Park Community Clinic, Parkway Centre, Havant Health Centre, Horizon Havant, Havant Post Office, Havant Park, local food outlets, primary schools and access to cash facilities.
- 4.1.5 Given the proposed care home use, it is acknowledged that some residents may have limited mobility and may be less likely to undertake independent walking trips. However, the availability of nearby healthcare, community, leisure and town centre facilities is beneficial for staff, visitors and more mobile residents.
- 4.1.6 The local area benefits from pedestrian infrastructure, including footways on Lavant Drive and onward routes towards Leigh Road, Civic Centre Road, Havant town centre and Havant Rail Station. Crossing opportunities are available in the vicinity of the Site, including dropped kerbs outside the existing parking facility. Lavant Drive also benefits from physical traffic calming measures, including raised table-top crossings and chicanes, which assist in managing vehicle speeds and improving conditions for pedestrians. The existing pedestrian infrastructure also supports the principles of BREEAM's inclusive design requirements.

Table 4-1: Summary of local facilities within walking distance from the application site

Service Type	Service Name	Address	Approximate Walk Distance (m)
Food outlet – Takeaway	Messy Chef Havant	3 Market Parade, Havant PO9 1PY	800
Public House	Heron	Petersfield Rd, Havant PO9 2EN	900
Food outlet – Takeaway	Pizza Hut Havant	32 Market Parade, Havant PO9 1QF	800
Postal facility	Havant Post Office	25 Market Parade, Havant PO9 1PY	800
Pharmacy	Octapharm	Havant PO9 2AZ	800
Primary school	St Alban's Primary School	St. Albans Rd, Havant PO9 2JX	800
	Fairfield Infant School	11 Fairfield Rd, Havant PO9 1AY	900
Outdoor open space	Havant Park	Havant PO9 1QF	900
Doctor's surgery	Oak Park Community Clinic	8 Lavant Dr, Havant PO9 2AW	100
	Parkway Centre	51 Leigh Rd, Havant PO9 2BF	350
	Havant Health Centre	Civic Centre Rd, Havant PO9 2AY	800
Recreation or leisure facility	My Fitness Hub	5 Hayward Business Centre, PO9 2NL	1000
	PureGym Havant	Central Retail Park, PO9 1HH	1100
Community facility	Horizon Havant	Havant Leisure Centre, PO9 2AY	650
	Leigh Park Centre	Dunsbury Way, Leigh Park, PO9 5BG	1300
Access to ATM / Cash	Nationwide Building Society	20 West St, Havant PO9 1PQ	1100

- 4.1.7 A review of the local Public Rights of Way (PRoW) network indicates that there are footpaths located within the wider vicinity of the Site, as shown in **Figure 4-2**. These include routes to the west of the Site, in the vicinity of the Hermitage Stream corridor, together with routes to the east and south-east of the Site near the Southleigh Road / Eastleigh Road area.
- 4.1.8 While these routes do not directly abut the Site, they provide additional opportunities for pedestrian movement and recreational walking within the surrounding area.

Figure 4-2: PRoW network in the vicinity of the application site



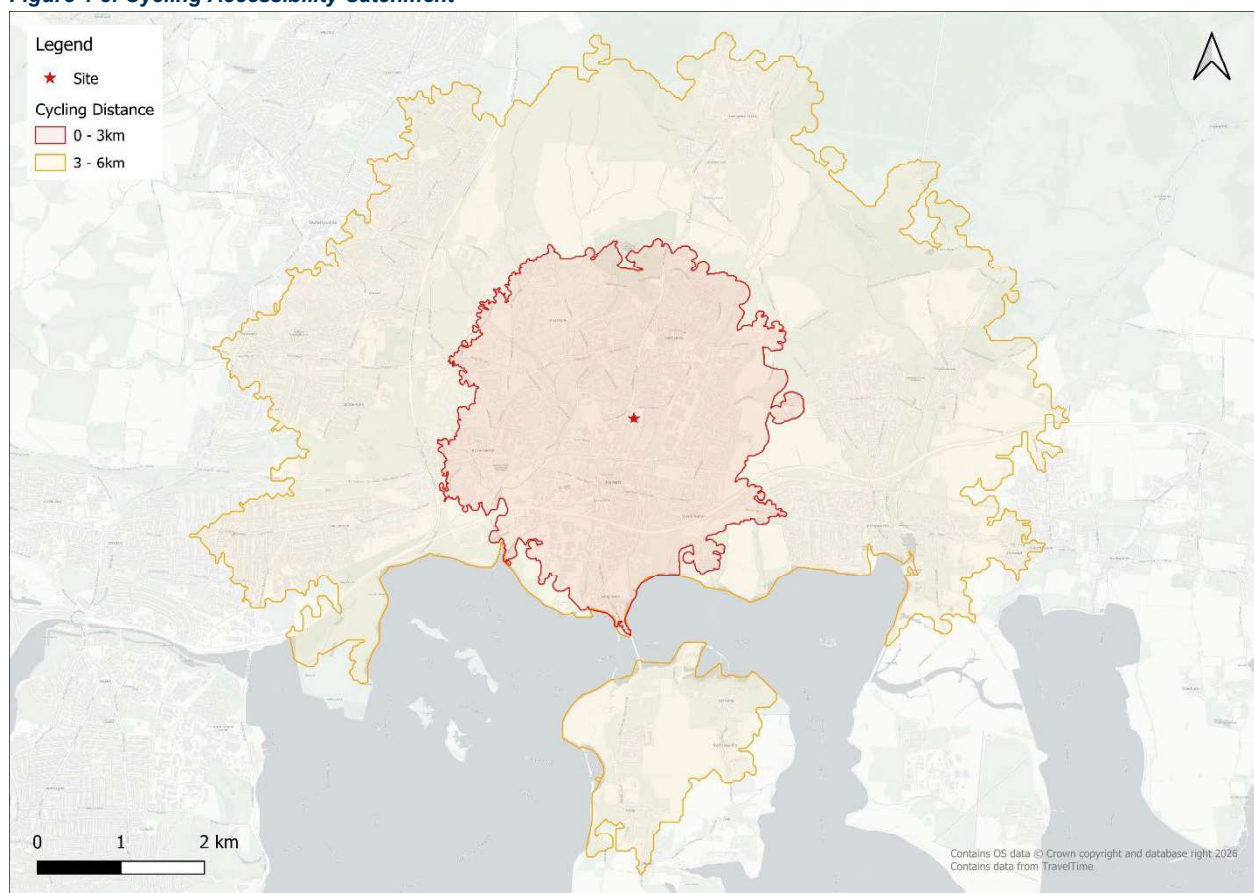
Source: [Hampshire County Council](#)

4.2 Accessibility by Cycling

- 4.2.1 The Department for Transport's 'Walking and Cycling Statistics, England 2023' publication identifies that the average length of cycle journeys in England is 3.3 miles³ (5.3km). It should be noted that 5.3km represents the average distance for cycle journeys, and as such, some people will be prepared to cycle further distances.
- 4.2.2 Accordingly, 3km and 6km cycle catchments have been prepared for the Application Site and are presented in **Figure 4-3**. The 3km cycle catchment covers Havant town centre, Leigh Park, Bedhampton, Denvilles, Warblington and parts of Langstone. The 6km cycle catchment extends further across the wider Havant urban area, including parts of Emsworth, Waterlooville, Purbrook, Farlington and northern Hayling Island.
- 4.2.3 All of the local facilities identified in **Table 4.1** are located within an acceptable cycle distance of the Site. Cycling therefore has the potential to provide a realistic travel option for staff and visitors, particularly those living within Havant and the surrounding urban area.

³ [NTS0303 \(2024\)](#)

Figure 4-3: Cycling Accessibility Catchment



- 4.2.4 The Site is located within cycling distance of Havant Rail Station and Havant Bus Station, providing opportunities for cycle trips to connect with onward rail and bus services. This is particularly relevant for staff and visitors who may choose to combine cycling with public transport for longer journeys.
- 4.2.5 The wider Havant area benefits from an established cycle network, including local on-road and off-road routes. Havant Borough has launched an interactive cycle map in 2025⁴ which can be used to plan journeys to key destinations. A copy of the latest published cycle map is also presented in **Appendix B**.
- 4.2.6 National Cycle Network (NCN) Route 22 is present in within the immediate vicinity of the Site, passing via Leigh Road, which borders the Site to the west. The route provides a west-north cycle connection through Havant, with onward links towards Rowlands Castle and Petersfield to the north, and Portsmouth to the west.

⁴ [Havant interactive cycle map - Interactive Mapping Homepage](#)

4.3 Accessibility by Public Transport

Accessibility by Bus

- 4.3.1 The nearest bus stops to the Application Site are The Parkway Centre and Old Copse Road bus stops, both of which are located within walking distance of the Site. The Parkway Centre bus stops are served by bus services 20 and 39, while the Old Copse Road bus stops are served by bus service 20.
- 4.3.2 Additional bus stops are available within the wider 1km walking catchment of the Site, including the Havant College bus stops. These stops are served by a wider range of bus services, including services 22, 23, 27, and 37. These services provide further connections to the wider Havant area and surrounding settlements.
- 4.3.3 The availability of bus stops within the walking catchment of the Site provides opportunities for staff and visitors to access the proposed development by public transport. A summary of bus stops accessible from the Site along with approximate service frequencies is provided in **Table 4-2**. A summary of bus timetables for the services are also identified in **Table 4-2**.

Table 4-2: List of bus stops accessible from the Site

Bus Service	Route Description	Bus Stops Served	Approx. Walk Time to Bus Stop	Approximate Frequency
20	Havant Bus Station – Portsmouth The Hard Interchange	The Parkway Centre	4 minutes	Monday to Saturday: every 20 minutes during daytime. Sunday: every 30 minutes.
		Old Copse Road	6 minutes	
39	Havant Bus Station – Wecock Blackbird Close	The Parkway Centre	4 minutes	Monday to Saturday: every 15 minutes during daytime, Sunday: every 30 minutes.
22	Havant Bus Station – Leigh Park – Warren Park	Havant College	14 minutes	Monday to Saturday: every 15 minutes during daytime. Sunday: every 20 minutes during the daytime.
23	Havant Bus Station – Southsea South Parade Pier	Havant College	14 minutes	Monday to Saturday: every 10 minutes during the daytime. Sunday: every 15 minutes during the daytime.
27	Rowlands Castle – Havant – Emsworth	Havant College	14 minutes	Monday to Friday only: four services per day in each direction.
37	Havant – Waterloo – Petersfield	Havant College	14 minutes	Monday to Friday: hourly during the daytime. Saturday: every 90 minutes.

Accessibility by Rail

- 4.3.4 The closest rail station to the Site is Havant Railway Station, which is located approximately 480m to the south of the Site. The station can be accessed on foot in approximately 6 minutes via the local pedestrian network.

- 4.3.5 Havant Railway Station is served by Southern and South Western Railway services. Southern services provide connections to destinations including Portsmouth & Southsea, London Victoria and Brighton. South Western Railway services provide connections to destinations including London Waterloo and Portsmouth Harbour.
- 4.3.6 The availability of both bus and rail services within walking distance of the Site supports the overall accessibility of the proposed development by public transport.

4.4 Public Transport Accessibility Index

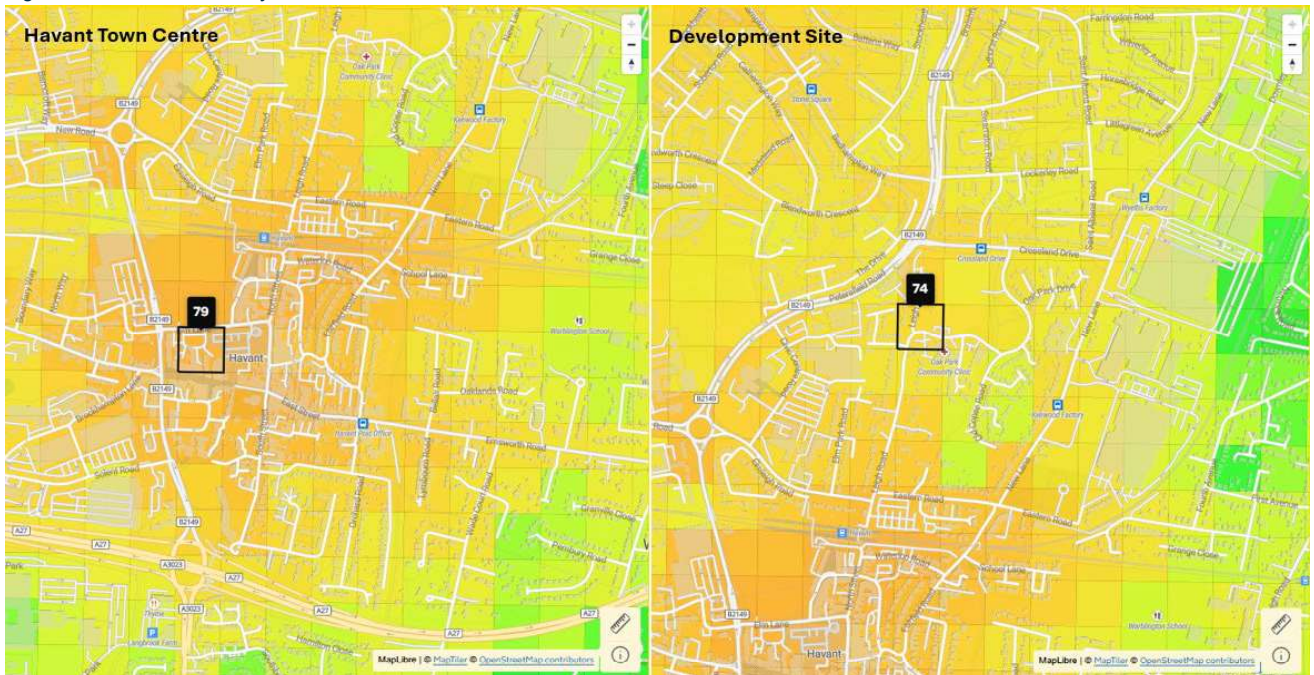
- 4.4.1 **Appendix C** of this document presents a calculation of the public transport Accessibility Index for the Site. The Accessibility Index is defined by BREEAM to be a *“measure that provides an indicator of the accessibility and density of the public transport network at a point of interest (in the case of BREEAM, a building). The index is influenced by the proximity and diversity of the public transport network and the level or frequency of service at the accessible node.”*
- 4.4.2 This assessment makes use of the BREEAM Accessibility Index Calculator, with the following public transport nodes included in the assessment:
- Node 1: The Parkway Centre, 350m walk distance – bus route 20 and 39; and
 - Node 2: Old Copse Road, 500m walk distance – bus route 20.
 - Node 3: Havant Railway Station, 480m walk distance – average frequency of 12 trains per hour.
- 4.4.3 Only bus services with a regular daytime service and located within 650m walk of the Site have been included in the calculation. In addition, railway stations located within 1,000m of the main entrance were considered and rail services operating during the inter-peak period were reviewed to assess the frequency.
- 4.4.4 The assessment identifies that the Site achieves an Accessibility Index score of **7.14**.

4.5 Department of Transport (DfT) Connectivity Tool

- 4.5.1 The DfT Connectivity Tool is a Department for Transport (DfT) digital mapping and analysis tool that combines transport and land use data to provide a national measure of connectivity for any location in England and Wales. It assesses how easily people can access employment, education, healthcare, shopping, leisure facilities and other everyday services using different modes of transport, including walking, cycling, public transport and driving. The tool generates a connectivity score that helps planners, developers, local authorities and other built environment professionals understand how well connected an area is, identify locations with poor access to key destinations, and test how proposed transport interventions or new routes could improve accessibility and support sustainable development.
- 4.5.2 The Connectivity Tool's provides score for each location square (100m by 100m) between 0 and 100. Higher scores indicate that people can access a larger number and wider range of jobs, services and amenities within reasonable travel times. These locations are generally considered more accessible and better connected. The DfT's connectivity tool report for the development site is presented in **Figure 4-4**.

- 4.5.3 The DfT guidance says that “Connectivity scores should always be interpreted comparatively. This is because the score tells users how a square’s connectivity compares to other squares, rather than whether its connectivity is “good” or “bad” in isolation.” In this case we can compare the connectivity score of the development site with that of Havant town centre, an area for which lesser car parking standards apply (refer to **Table 2-1**), due to better connectivity to services and public transport.

Figure 4-4: DfT Connectivity Score



- 4.5.4 The Connectivity Tool provides the Site with an overall score of 74 (excluding driving), which compares to a score of 79 for Havant town centre. While lower than the local town centre, the two scores are comparable, and this reflects the Site’s high level of public transport connectivity that is set out elsewhere in this report.
- 4.5.5 Considering staff movement and looking at the relative score for ‘workplaces’ in isolation, Havant town centre scores 65 (excluding driving) and the development site 64, an almost identical connectivity score. The full Connectivity Score outputs for the Site and Havant town centre are provided in **Appendix H**.

4.6 Age-Related Requirements for Site Access

- 4.6.1 The proposed development comprises an 86-bed care home and, as such, the access arrangements should have particular regard to the needs of older people, including residents with reduced mobility, visitors and care staff.
- 4.6.2 Existing pedestrian infrastructure is provided in the vicinity of the Site, including footways on Lavant Drive and onward pedestrian routes towards Leigh Road, Civic Centre Road, and Havant town centre.

- 4.6.3 The pedestrian environment in the immediate vicinity of the Site is supported by street lighting and physical traffic calming measures, including raised table-top crossings, which assist in managing vehicle speeds and improving conditions for pedestrians.
- 4.6.4 A pedestrian crossing is available outside the existing parking facility on Lavant Drive. The crossing is uncontrolled but is equipped with dropped kerbs and tactile paving to facilitate pedestrian movements.
- 4.6.5 A range of healthcare, community and local facilities are located within walking distance of the Site, including Oak Park Community Clinic, Parkway Centre, Havant Health Centre and Horizon Havant. Havant Rail Station and Havant Bus Station are also located within walking distance, providing wider public transport connections for staff and visitors.

4.7 Access by those with a Disability

- 4.7.1 The local pedestrian infrastructure in the vicinity of the Site is considered to support access by those with a disability. Uncontrolled pedestrian crossings with dropped kerbs are present outside the existing parking facility, assisting movement for wheelchair users, mobility scooter users and people with pushchairs or other mobility aids.
- 4.7.2 The presence of street lighting and traffic calming on Lavant Drive further supports safe and legible access for pedestrians, including those with mobility or visual impairments. Raised table-top crossings in the vicinity of the Site help to reduce vehicle speeds and provide more comfortable crossing environments.
- 4.7.3 Two dedicated accessible parking spaces will be provided within the Site, to be used by blue badge holders only. There will also be a provision made for ambulance access within the Site.
- 4.7.4 Given the nature of the proposed care home use, provision will also be made for the storage and charging of mobility scooters for use by Site residents.
- 4.7.5 Further details of the proposed access, parking and internal circulation arrangements are provided in **Section 5**.

5 Proposed Development

5.1 Overview

- 5.1.1 This section of the report provides an overview of the proposed development, including the nature and scale of the proposals and the key elements of the site layout. It summarises the development proposals in transport terms, including access arrangements, parking provision and servicing requirements, with reference to the operational characteristics of the scheme.
- 5.1.2 The purpose of this section is to describe the proposed development as a basis for the subsequent assessment of transport impacts, ensuring that the key features of the scheme are clearly established and understood in the context of the wider assessment presented within this TA.

5.2 Proposed Development Overview

- 5.2.1 The proposed development comprises the construction of an 86-bed care home (Use Class C2) on land north of Lavant Drive, Havant. The development is intended to provide a purpose-built facility delivering a range of care services, including residential, nursing and dementia care, within a single integrated scheme. The proposed Site layout is illustrated in **Figure 5-1**.

Figure 5-1: Proposed Site Layout (Source: Vestar Drawing No.: 26.112-VST-XX-ZZ-DR-A-0500 rev P06)



- 5.2.2 The care home would be arranged over a mix of two, two-and-a-half and three storeys and would be supported by associated infrastructure, including on-site car parking, accessible parking provision, landscaping and a dedicated ambulance drop-off area. Vehicular access to the Site would be taken from Lavant Drive, serving staff, visitors, servicing vehicles and emergency access.
- 5.2.3 The proposed development has been designed to reflect the operational characteristics of care home uses, including 24-hour staffing, visitor activity and regular servicing requirements, with all parking, servicing and manoeuvring accommodated within the Site boundary.
- 5.2.4 Following this overview of the proposals, the remainder of this Section presents the following:
- Proposed Access
 - Vehicular Access
 - Pedestrian Access
 - Cycle Access
 - Proposed Car Parking
 - Proposed Cycle Parking
 - Refuse Collection
 - Delivery, Servicing and Maintenance
 - Emergency Access

5.3 Proposed Access

Proposed Vehicular Access

- 5.3.1 Vehicular access to the proposed development is proposed in the form of a new two-way access at the Lavant Drive frontage of the Site. The proposed access arrangement would serve development-related traffic, including staff, visitors, servicing vehicles and emergency services.
- 5.3.2 An initial appraisal of potential access options to the Site has been undertaken, taking into account physical constraints, land ownership and highway design requirements. This review identified a number of challenges associated with alternative access points, including the presence of mature vegetation, level changes, and third-party land ownership constraints. In particular, the formation of an alternative access from Leigh Road would be constrained by limited available width, difficulties in achieving appropriate visibility splays and the need to provide suitable pedestrian infrastructure, together with surface water flood risk extents and the potential reliance on land outside the Applicant's control. In this context, access from Lavant Drive represents the most feasible and appropriate solution, providing a direct and proportionate means of access to serve the proposed development.
- 5.3.3 The access is proposed to take the form of a simple priority junction, designed to accommodate two-way vehicle movements and to provide appropriate visibility splays in accordance with relevant design guidance.
- 5.3.4 A junction visibility assessment has been undertaken, with details presented in **Drawing PC8878-HAS-HW-XX-DR-CH-0001**, which demonstrates that appropriate visibility splays can be achieved. In addition, swept path analysis has been carried out and is presented in **Drawing PC8878-HAS-HW-XX-DR-CH-0002** and **PC8878-HAS-HW-XX-DR-CH-0004**, confirming that service and

emergency vehicles can safely access, manoeuvre within and egress the Site in a forward gear.

- 5.3.5 A copy of these drawings are presented in **Appendix E** and **Appendix F**, respectively.

Proposed Pedestrian Access

- 5.3.6 Pedestrian access to the Site is provided from Lavant Drive, with a direct connection to the existing footway network in the surrounding area. A footway of between 1.8-2.0-metres is provided between the proposed building entrance and the site access interface with the public highway at Lavant Drive. Footway infrastructure along Lavant Drive enables connectivity to nearby healthcare facilities, residential areas and local services, supporting opportunities for walking as a mode of travel for staff and visitors.
- 5.3.7 The proposed development includes internal pedestrian routes linking the Site access and car parking areas to the main building entrance. These routes are designed to provide safe, convenient and legible access for all users, including those with reduced mobility. Appropriate crossing points dropped kerbs and level access arrangements are incorporated within the proposed site layout to ensure inclusive access.

Proposed Cycle Access

- 5.3.8 In the vicinity of the Site, cyclists are required to cycle on Lavant Drive, which connects to the surrounding highway network. Cyclists are able to access the Site directly from the carriageway, with the proposed access designed to safely accommodate all modes of travel.
- 5.3.9 The proposed development includes on-site cycle parking facilities, located in convenient and accessible positions close to the building entrance.
- 5.3.10 Given the nature of the proposed development and the characteristics of a care home population, cycle usage is expected to be limited, with cycling primarily undertaken by staff and, to a lesser extent, visitors. Nevertheless, the provision of appropriate cycle access and parking ensures that the development supports opportunities for sustainable travel and accords with relevant planning policy.

5.4 Proposed Car Parking

- 5.4.1 The proposed development includes on-site car parking provision to serve staff, visitors and operational requirements associated with the care home. It is not anticipated that residents of the site would own or maintain cars on-site.
- 5.4.2 The development will provide 27 on-site car parking spaces, including two spaces for disabled badge holders. The parking is contained within the site boundary and includes accessible parking spaces located close to the main building entrance, together with a dedicated ambulance drop-off area.
- 5.4.3 **Table 6-3** of this report assesses car parking demand for the 86-bed development based on car parking demand data from comparable care home developments. The assessment identifies that car parking demand is likely to peak at 16 vehicles, meaning that the development will retain a reserve parking capacity.

- 5.4.4 The HBC Parking Supplementary Planning Document (SPD) (discussed in **Section 2**) does not include a specific category for care homes. The most analogous comparator is 'Nursing and Rest Homes' within the Older People's Housing classification. This reflects the operational characteristics of the proposed development, including the fact that residents are not expected to own or maintain private vehicles on-site, alongside 24-hour staffing, visitor demand and servicing requirements.
- 5.4.5 The SPD presents different car parking standards for sites located within and outside Havant town centre. Whilst the development site falls outside the town centre boundary, **Section 4.5** of this document identifies that the site has a similar level of connectivity to a town centre location and an almost identical DfT connectivity score for 'workplaces'. The town centre standard could therefore be considered applicable to the development site.
- 5.4.6 For a site located within Havant town centre, the SPD refers to the provision of one space per eight residents and 0.5 to 1 space per member of staff. Based on a typical peak daytime staffing ratio of one member of staff per three residents, the SPD standard would require a 25 parking spaces for an 86-bed development.
- 5.4.7 The level of parking proposed for the development (27 spaces) is considered appropriate for the location, scale and nature of the scheme. An architectural drawing of the proposed site layout, indicating the arrangement of car parking, is provided at **Appendix D**.
- 5.4.8 The parking provision is supported by an internal layout that allows for safe and efficient circulation, including turning and manoeuvring within the site. All parking demand associated with the development is accommodated on-site, thereby avoiding reliance on on-street parking and ensuring that the operation of the surrounding highway network is not adversely affected.
- 5.4.9 It should also be noted that the Civic Centre public car park is well located in relation to the site (refer to **Section 3.3**) and could also be used by site visitors in the rare event that on-site parking demand is high.

5.5 Proposed Cycle Parking

- 5.5.1 The HBC Parking SPD states that for C2 land uses, including care homes, the level of parking provision should be determined on a case-by-case basis, informed by supporting evidence contained within a TA. In this context, the findings of the trip generation exercise presented in Section 6 indicate that the level of cycle trips associated with the proposed development is expected to be limited in scale, reflecting the nature of a care home use where cycle demand is typically low and primarily associated with staff rather than residents.
- 5.5.2 Notwithstanding this, reference can be made to the closest comparable SPD guidance for 'Nursing and Rest Homes', which identifies a staff-based provision of 1 long-stay cycle space per 3 staff. Applying a typical staffing ratio of approximately 1 member of staff per 3 residents would equate to a requirement for circa 10 cycle parking spaces. In addition, SPD guidance elsewhere recommends an allowance of approximately 20% of the long-stay provision for visitor cycle parking, indicating a further requirement for approximately 2 spaces.
- 5.5.3 The proposed layout incorporates a total of 20 cycle parking spaces, provided in the form of 10

Sheffield stands within a covered and secure area located in the vicinity of the main building entrances on the periphery of the car parking area. An architectural drawing of the proposed site layout, indicating the location and arrangement of cycle parking, is provided in **Figure 5-2** and **Appendix D**.

- 5.5.4 In the context of the above, the proposed level of cycle parking provision is considered robust and proportionate, being sufficient to accommodate the anticipated level of cycle use, while also providing a generous allowance above forecast demand. This approach ensures that the development is capable of supporting and encouraging increased cycle use by future staff and visitors through the availability of convenient and secure facilities.

5.6 Refuse Collection

- 5.6.1 The proposed site layout has been developed to accommodate refuse collection on-site. The proposed location of the on-site refuse store (indicated in **Figure 5-2** and **Appendix D**) provides a convenient location for refuse vehicles to carry out collection on-site without obstructing the site access.

Figure 5-2: Refuse and Cycle Store Locations



- 5.6.2 The proposed site layout has been subject to swept path analysis (provided at **Appendix F**) to assess the ability of a standard large refuse vehicle to access and manoeuvre within the Site. The assessment demonstrates that a large refuse vehicle can enter the Site from Lavant Drive, reach the designated refuse collection point, and exit the Site in a forward gear. In this context, the proposed refuse management arrangements are considered appropriate for the scale and nature of the development and would not give rise to adverse impacts on the operation of the surrounding highway network.

5.7 Delivery, Servicing and Maintenance

- 5.7.1 Delivery, servicing and maintenance activities associated with the proposed development would be undertaken on-site, with all associated vehicles accessing the internal vehicular circulation area from Lavant Drive. The internal layout provides sufficient space to accommodate short dwell-time servicing movements, including typical deliveries such as food, medical supplies and general goods, without impeding the safe movement of other vehicles within the Site.
- 5.7.2 For servicing activities requiring longer dwell times, such as maintenance operations or larger deliveries, it anticipated that these would be arranged in advance by the commissioned building management company/operator to secure use of a suitably located on-site parking space. Any such arrangement would ensure that stationary vehicles do not obstruct internal circulation routes or interfere with access for other users, including emergency vehicles.
- 5.7.3 The proposed layout has been reviewed through swept path analysis, which confirms that relevant service vehicles can safely access, manoeuvre within and egress the Site in a forward gear. This ensures that servicing and maintenance activities can be accommodated efficiently and safely within the Site boundary, without adversely affecting the operation of the surrounding highway network.

5.8 Emergency Access

- 5.8.1 Emergency vehicle access to the Site is provided via the proposed vehicular access from Lavant Drive, which connects directly to the internal circulation network. The access arrangement and internal road layout are designed to accommodate emergency vehicles, including fire appliances and ambulances, allowing them to safely enter, circulate within and exit the Site.
- 5.8.2 A dedicated ambulance drop-off area is incorporated within the Site layout in close proximity to the main building entrance, ensuring rapid and convenient access for emergency services. The internal layout provides sufficient width and turning space to allow emergency vehicles to manoeuvre without obstruction.
- 5.8.3 Swept path analysis has been undertaken to assess the suitability of the access and internal layout for larger vehicles, demonstrating that emergency vehicles can access, manoeuvre within and egress the Site in a forward gear. In this context, the proposed access and internal layout are considered appropriate to ensure safe, efficient and unobstructed access for emergency services at all times.



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5.9 Summary

- 5.9.1 The proposed development is associated with the construction of a care home (within Class C2) with access, car parking, landscaping and other associated works.
- 5.9.2 The Site would be served by a new priority vehicular access from Lavant Drive, supported by appropriate junction visibility and swept path assessments demonstrating that all vehicles, including service and emergency vehicles, can safely access and egress the Site in a forward gear.
- 5.9.3 The proposed development provides a comprehensive and well-considered internal layout, incorporating pedestrian and cycle access, on-site car and cycle parking, and dedicated areas for servicing, refuse collection and emergency access. All operational activities, including parking, servicing and refuse collection, can be accommodated within the Site boundary, minimising the risk of vehicles associated with the proposed use parking/wait on, or load/unloading from the surrounding highway network.
- 5.9.4 Car parking provision has been developed in accordance with relevant local guidance and is considered appropriate for the scale and nature of the development, while cycle parking provision exceeds anticipated demand and provides a robust basis for encouraging sustainable travel choices. Refuse collection, servicing and emergency access arrangements have been carefully designed and supported by swept path analysis to ensure safe and efficient operation.

6 Trip Generation

6.1 Preface

- 6.1.1 This section of the report details the trip generation exercise undertaken to support the application. The supporting calculations and TRICS outputs are provided in **Appendix G**.

6.2 Proposed Trip Generation

- 6.2.1 The assessment makes use of the data contained within the TRICS v.8.26.3 database. The TRICS system allows its users to establish potential levels of travel demand for new development by utilising travel survey datasets for existing developments. In this case, 'multi-modal' datasets under the heading 'Care Home (Elderly Residential)' have been referred to, based on the following search criteria:
- Land Use Class 05F Health – Care Home (Elderly Residential);
 - Exclusion of sites in Ireland, Scotland, Wales and Greater London; ,
 - Sites with up to 86 bedrooms;
 - Sites in Edge of Town or Suburban Area locations; and
 - Survey days: Monday, Tuesday and Thursday
- 6.2.2 The TRICS land use definition for '05F Health – Care Home' states that 'A care home in a residential setting where a number of older people live, usually in single rooms, with access to on-site care services.' Staff may also assist with cleaning and preparing meals. It is understood that while staff are sometimes based on-site, no staff will be resident on-site within the proposed development.
- 6.2.3 The resulting multi-modal trip generation for the traditional weekday AM (08:00-09:00) and PM peak (17:00-18:00) periods of travel demand, and over a 12-hour day (07:00-19:00) is presented in **Table 6-1**. The full TRICS dataset and calculations are provided in **Appendix G**.
- 6.2.4 The traffic generation assessment for the proposed care home development indicates a total of 13 two-way vehicle trips in the traditional AM peak period (08:00-09:00) of travel demand and eight two-way trips during the PM peak period (17:00-18:00).
- 6.2.5 Over the course of a 12-hour day, it is forecast that a total of 148 two-way vehicle trips (72 arrivals and 76 departures) would be generated from the proposed care home development.
- 6.2.6 In summary, it is anticipated that the vehicle trip generation associated with the proposed development would have an insignificant impact on the surrounding highway network.

Table 6-1: Proposed development (86 bed care home) travel demand

Mode of Travel	Weekday 08:00-09:00			Weekday 17:00-18:00			Weekday 07:00-19:00		
	Arr'	Dep'	Two-way	Arr'	Dep'	Two-way	Arr'	Dep'	Two-way
Vehicles									
Cars	7	6	13	3	4	7	58	62	120
Taxis	0	0	0	0	0	0	3	3	6
LGVs	0	0	0	0	0	1	8	9	17
Motorcycles	0	0	0	0	0	0	0	0	0
OGVs	0	0	0	0	0	0	2	2	3
PSVs	0	0	0	0	0	0	1	1	2
Total Vehicles	7	6	13	4	5	8	72	76	148
People									
Vehicle Occupants	9	6	15	5	7	11	92	95	187
Pedestrians	1	3	4	2	3	5	29	28	57
Cyclists	0	0	0	0	0	1	5	3	9
Public Transport Users	3	2	4	0	1	2	18	13	31
Total People	13	11	24	7	11	18	145	139	284
Note: figures subject to rounding									

6.3 Servicing Vehicle Trips

- 6.3.1 The development proposals will be required to accommodate service vehicle movements, including the movement of a refuse vehicle. Service vehicles have been assessed using the TRICS database (v.8.26.3) with reference to the TRICS sites presented in **Appendix G. Table 6-2** outlines the servicing trip forecast for the proposed care home development, based on recent TRICS survey data.
- 6.3.2 In summary, it is forecast that a total of 20 two-way servicing trips (10 arrivals and 10 departures) would be attracted by the proposed development on an average weekday.
- 6.3.3 The assessment estimates that no servicing trips would be attracted by the proposed development during the AM peak period (08:00-09:00) and one servicing trip could be attracted during the PM peak hours (17:00-18:00).
- 6.3.4 Servicing and deliveries associated with the Site would be undertaken on-site and off-street. Service vehicles, and in particular delivery vehicles, would wait for short durations. Furthermore, it is anticipated that no more than two service vehicles would arrive at the Site at any one hour.
- 6.3.5 Overall, it is anticipated that the day-to-day servicing and delivery activities generated by the development would have a negligible impact on the surrounding highway network.

Table 6-2: Proposed Development - Servicing Vehicle Trip Attraction

Land Use	Mode	AM Peak Period (08:00 – 09:00)			PM Peak Period (17:00 – 18:00)			Daily (07:00 - 19:00)		
		Arr'	Dep'	Total	Arr'	Dep'	Total	Arr'	Dep'	Total
Care Home	Trip rate (per bedroom)	0.004	0.000	0.004	0.004	0.004	0.008	0.117	0.119	0.236
	Servicing Trips	0	0	0	0	0	1	10	10	20
(*Total servicing vehicle trips subject to rounding)										

6.4 Car Parking Assessment

- 6.4.1 To establish whether the level of car parking provision is sufficient to cater for the demands of the proposed care home development, a car parking accumulation assessment has been undertaken. **Table 6-3** details the forecasted parking accumulation, as calculated from car arrival/departure data and initial occupancy levels using the TRICS data, as presented in **Appendix G**.

Table 6-3: Proposed care home development – car parking assessment (27 car parking spaces)

Time Period	Arrivals	Departures	Occupied Spaces	% Occupied
*Initial (pre-07:00)	-	-	9	32%
07:00-08:00	8	6	11	42%
08:00-09:00	7	6	13	48%
09:00-10:00	5	4	14	52%
10:00-11:00	5	4	15	57%
11:00-12:00	4	5	14	52%
12:00-13:00	3	5	12	45%
13:00-14:00	6	2	16	59%
14:00-15:00	5	7	14	52%
15:00-16:00	5	10	9	33%
16:00-17:00	3	5	7	25%
17:00-18:00	3	4	5	20%
18:00-19:00	3	4	5	18%
19:00-20:00	6	5	6	22%
20:00-21:00	4	3	7	25%
Note: figures subject to rounding				
*Data based on observed occupancy from selected TRICS sites				

- 6.4.2 Based on the trip rates generated for cars, the assessment establishes that up to 16 cars can be expected to park at any one time in association with the proposed development. This equates to 59% of the proposed car parking capacity during peak demand. It is recognised that this assessment may not take account of brief periods during shift changeover times when staff arrive on-site before the previous shift is finished.



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Project related

- 6.4.3 The above analysis is considered to be a reasonable forecast for the purposes of this study, as the sites assessed in TRICS would also have staff shifts similar to those of the proposed scheme. Therefore, the proposed level of parking provision associated with the care home is considered sufficient and appropriate to meet the anticipated parking demand and would not result in any overspill car parking on the surrounding highway network.

7 Summary and Conclusions

7.1 Summary

- 7.1.1 This TA has been prepared by ITP, Haskoning's UK-based transport consultancy, on behalf of Perseus Land and Developments Limited (the 'Applicant'), in association with the proposed development of an 86-bed care home on land north of Lavant Drive, Havant, PO9 2AW.
- 7.1.2 The Site is currently largely undeveloped and is located on land to the north of Lavant Drive, approximately 0.5km north of Havant Rail Station. The immediate surrounding area comprises a mix of healthcare, community, residential and commercial land uses.
- 7.1.3 Vehicular access to the Site is available from Lavant Drive, which forms the principal local access route in the vicinity of the Site. Lavant Drive provides onward connection to Leigh Road, which in turn connects to Petersfield Road (B2149), the A3(M), A27 and the wider strategic highway network, including the M27.
- 7.1.4 A review of collision data for the local highway network demonstrates that there is no identifiable pattern of collisions occurring. It is therefore, considered that traffic associated with the development will not have a foreseeable adverse impact on route safety conditions.
- 7.1.5 The Site is located within walking distance of a range of local services and facilities, including the Civic Centre public car park. The local area also benefits from pedestrian infrastructure, including footways on Lavant Drive and onward routes towards Leigh Road, Civic Centre Road, Havant town centre and Havant Rail Station.
- 7.1.6 The Site is accessible by cycle, with 3km and 5km cycle catchments covering Havant town centre, Leigh Park, Bedhampton, Denvilles, Warblington, parts of Langstone, Emsworth, Waterlooville, Purbrook, Farlington and northern Hayling Island.
- 7.1.7 The nearest bus stops to the Site are The Parkway Centre and Old Copse Road, located approximately four and six minutes' walk from the Site respectively. The Parkway Centre bus stops are served by services 20 and 39, while Old Copse Road is served by service 20.
- 7.1.8 The closest rail station to the Site is Havant Railway Station, located approximately 480m to the south of the Site and accessible within an approximate 10-minute walk. Havant Railway Station is served by Southern and South Western Railway services, providing connections to destinations including Portsmouth & Southsea, London Victoria, Brighton, London Waterloo and Portsmouth Harbour.
- 7.1.9 A BREEAM Public Transport Accessibility Index assessment has been undertaken for the Site. The assessment includes the regular daytime bus services accessible from The Parkway Centre and Old Copse Road bus stops and inter-peak rail services from the Havant Railway Station. The Site achieves an Accessibility Index score of 7.14.
- 7.1.10 The Department of Transport's Connectivity Tool identifies that the Site has a comparable score to that of Havant town centre. For 'workplaces' the score at the site and in the town centre are almost identical. This reflects the Site's high level of public transport connectivity.

- 7.1.11 The proposed development comprises the construction of a care home (within Class C2) with access, car parking, landscaping and other associated works.
- 7.1.12 The care home would accommodate 86 residents and would provide a purpose-built facility delivering a range of care services, including residential, nursing and dementia care.
- 7.1.13 The proposed development would provide 27 on-site car parking spaces, including two spaces for blue badge holders only. In addition, space would be provided for use by an ambulance. The parking provision has been developed with reference to the Havant Borough Parking Supplementary Planning Document and the development's potential car parking demand. The proposed car park is considered appropriate for the scale and operational characteristics of the proposed development.
- 7.1.14 The proposed development would include 20 cycle parking spaces, provided in the form of 10 Sheffield stands within a covered and secure area located in the vicinity of the main building entrances.
- 7.1.15 The site's access is proposed from Lavant Drive, with suitable driver visibility splays. Access from Lavant Drive represents the most feasible and appropriate solution, providing a direct and proportionate means of access to serve the proposed development.
- 7.1.16 Refuse collection, delivery, servicing, maintenance and emergency access would be accommodated within the Site boundary. Swept path analysis has been undertaken to demonstrate that relevant service and emergency vehicles can access the Site from Lavant Drive, manoeuvre within the Site and egress in a forward gear. A dedicated ambulance drop-off area is incorporated within the Site layout close to the main building entrance.
- 7.1.17 The trip generation assessment has been undertaken using the TRICS database. The assessment indicates that the proposed development would generate 13 two-way vehicle trips during the weekday AM peak hour and eight two-way vehicle trips during the weekday PM peak hour. Over the daily assessment period, the development is forecast to generate 148 two-way vehicle trips, comprising 72 arrivals and 76 departures.
- 7.1.18 The level of vehicle trip generation forecast for the proposed development is considered modest and would not be expected to result in a material impact on the operation of the surrounding highway network. Trips associated with the development would be distributed via Lavant Drive, Leigh Road, Petersfield Road and the wider local highway network.
- 7.1.19 The servicing trip assessment forecasts that the proposed development would generate approximately 20 two-way servicing trips across the day, comprising 10 arrivals and 10 departures. No servicing trips are forecast during the AM peak hour and one servicing trip is forecast during the PM peak hour.
- 7.1.20 A car parking accumulation assessment has been undertaken to assess the adequacy of the proposed parking provision. The assessment indicates that up to 16 cars would be expected to park at the Site at any one time, equivalent to approximately 59% of the proposed 27-space car parking capacity. The proposed level of car parking provision is therefore considered sufficient to accommodate forecast demand without resulting in overspill parking on the surrounding highway network.



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7.2 Conclusions

- 7.2.1 This TA has demonstrated that the proposed development would not result in an adverse transport impact, and the development is therefore supported by transport planning policies at a national, regional and local level.
- 7.2.2 In light of the above and the preceding assessment, it is reasonable to conclude that the development proposals are in accordance with the principles of sustainable development set out within the National Planning Policy Framework and are therefore fully acceptable in transport planning terms.