

PROPOSED CHANGE OF USE

UNIT 2, BARTON PARK, EASTLEIGH

Transport Statement

September 2026

TRANSPORT IMPACTS OF PROPOSED ALTERATION OF USE CLASS

Units 2, Barton Park, Eastleigh

TRANSPORT STATEMENT

Document Control Sheet

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1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Industrial Property Investment Fund (IPIF) c/o JLL, in relation to proposals to expand the use of Unit 2, Barton Park, Eastleigh.

1.2 Site Location

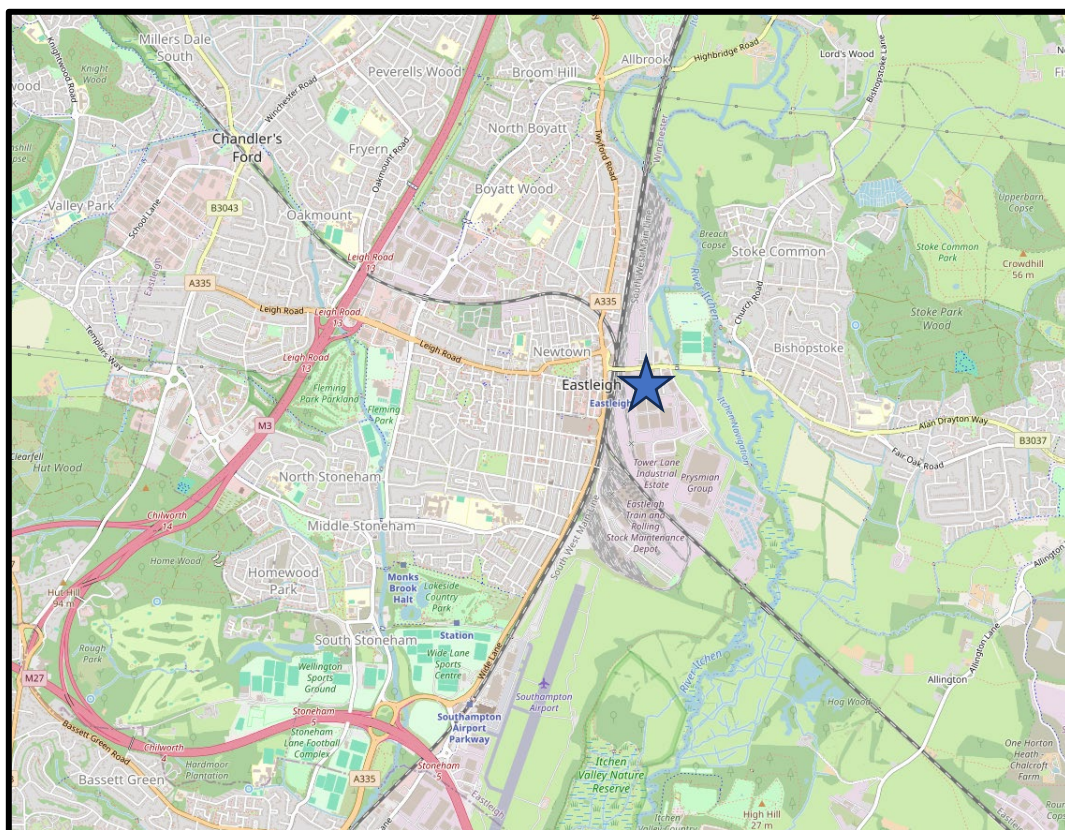
1.2.1 The proposal Site (herein referred to as 'the Site') is located within Barton Park Industrial Estate on the eastern side of Eastleigh, in Hampshire.

1.2.2 The Site is located in close proximity of Eastleigh Town Centre and Train Station and is located near to Southampton Airport.

1.2.3 Barton Park Industrial Estate is accessed from Chickenhall Lane to the east of the estate. This connects to the B3037 and A335 providing routes to the M3 and M27.

1.2.4 The location of the Site is shown at Figure 1.1 below.

Figure 1.1 – Site Location Plan

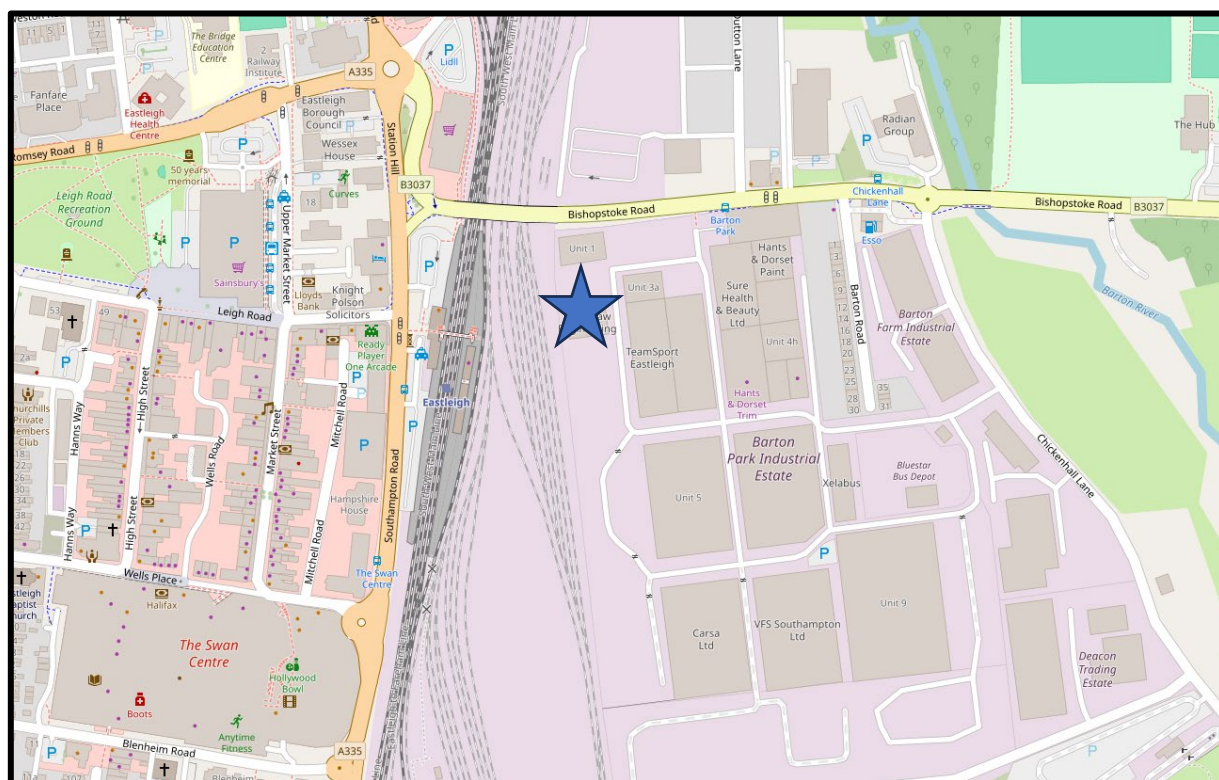


Source: OpenStreetMap. N.B. The Site location is denoted by a blue star.

1.2.5 Barton Park Industrial Estate is bound to the north by the B3037 Bishopstoke Road, to the east by Chickenhall Lane, to the south by Tower Lane Industrial Estate and to the west by the South West Main Line rail line and Eastleigh Station.

- 1.2.6 The Site itself is bound to the north by an adjacent industrial unit and yard (Unit 1), to the east by an internal access road, to the south by an adjacent yard and to the west by the South West Main Line rail line and Eastleigh Station.
- 1.2.7 Unit 2 has been vacant since May 2025. It was previously occupied by Earnshaw Engineering Ltd, a metal fabricator. There is a record of them having occupied the Site since October 2008. On that basis, and given the passage of time, it has been assumed that the Site's use to be B2 General Industry.
- 1.2.8 Figure 1.2 below identifies the context of the Site in relation to the local area.

Figure 1.2 – Site in its Local Context



Source: OpenStreetMap. N.B. Site denoted by a blue star.

1.3 Development Proposals

- 1.3.1 The development proposals are shown on the plan provided at Appendix 1. The proposal seeks approval to expand the use of Unit 2 to include Class B8 (Storage and Distribution) and E(g)(iii) (Light Industrial), as well as retaining the current Class B2 (General Industry) use.
- 1.3.2 No physical changes to the units or access arrangements are proposed.
- 1.3.3 The Local Planning Authority is Eastleigh Borough Council; the Local Highway Authority is Hampshire County Council.

National Planning Policy Framework (NPPF), August 2026

- 1.3.4 The National Planning Policy Framework (NPPF) was first published on 27th March 2012 and revised on 17th August 2026. It sets out the Government's planning policies for plan-making and national decision-making in England.

- 1.3.5 Chapter 15 of the NPPF seeks to ensure that transport is fully considered in the preparation and assessment of development proposals, adopting a vision-led approach that supports the creation of sustainable, inclusive and well-designed places.
- 1.3.6 Under the heading 'Plan-making policies', Policy TR1 sets out the requirement for a vision-led approach to planning for transport. It is provided below for ease of reference.

NPPF Policy TR1: Vision-led approach to planning for transport

1. Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:
 - a. Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils. This is so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed;
 - b. Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool ([Connectivity Tool - GOV.UK](https://www.gov.uk/government/publications/connectivity-tool)) should be used to inform the assessment and selection of sites for development alongside other relevant quantitative or qualitative evidence;
 - c. Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
 - d. Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and
 - e. Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes uses such as ports, airports, lorry parking facilities, freight interchanges, public transport hubs, roadside services, electric vehicle charging and bus and rail depots. In doing so plan-makers should consider whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements, and the importance of maintaining a national network of aviation airfields.
2. Spatial development strategies and local plans may set thresholds for what constitutes a significant amount of movement arising from new development, based on the circumstances of their areas, for the purposes of applying policies TR3 and TR6.

Source: NPPF 2026, Chapter 15, TR1, pp.68-69.

- 1.3.7 National decision-making policies are set out at policies TR3-TR8. The policies relevant to this development proposal include policies TR3, TR4, and TR6. These policies are provided below for ease of reference.

NPPF Policy TR3: Locating development in sustainable locations

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:
 - a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;
 - b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;
 - c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;
 - d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and
 - e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.
2. The Connectivity Tool ([Connectivity Tool - GOV.UK](#)) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.

Source: NPPF 2026, Chapter 15, TR3, pp.69-70.

NPPF Policy TR4: Street design, access and parking

1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:
 - a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;
 - b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;
 - c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:
 - i. Minimise the scope for conflict between pedestrians, cyclists and vehicles;
 - ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and
 - iii. Avoid unnecessary street clutter.
 - d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and
- e. Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.
2. The principles set out in national design guidance⁴⁶ should be used to inform how this policy is applied.

⁴⁶ Manual for streets published in: [Designing and modifying residential streets: Manual for streets - GOV.UK](#) and the Design and Placemaking planning practice guidance.

Source: NPPF 2026, Chapter 15, TR4, pp.70-71.

NPPF Policy TR6: Assessing transport impacts

1. Development proposals that are likely to generate significant amounts of movement should be supported by:
 - a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and
 - b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.
2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).
3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).
4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

Source: NPPF 2026, Chapter 15, TR6, pp.71-72.

Local Policy

1.3.8 The local planning policy relevant to the transport aspects of the development are set out in the following documents:

- Hampshire's Local Transport Plan 4 (LTP4) (2025 - 2050).
- Eastleigh Local Plan (2016 – 2036).

Hampshire's Local Transport Plan 4 (LTP4), February 2024

1.3.9 Hampshire's Local Transport Plan (LTP 4) sets out how transport can help deliver Hertfordshire's vision for the period 2024 to 2050.

1.3.10 The plan aims to achieve the following:

- *"describes our transport vision for 2050, the key transport outcomes we are seeking to achieve, and the principles that would guide future investment and decision making in relation to transport and travel"*
- *sets out transport policies covering all aspects of transport planning, delivery, and operation (i.e. the 'rules' about how we would do things and how we want others to do things)*

- *presents our approach to delivering the Plan – 'making it happen', setting out a roadmap to 2050 and how we would prioritise, fund and deliver interventions, and monitor our progress*
- *supports the County Council's wider strategies, plans and priorities Policy 19: Emissions reduction."*

"LTP4 in summary

LTP4 proposes transformational changes which:

- *shift away from planning for vehicles, towards planning for people and places*
- *meet national priorities to decarbonise the transport system*
- *reduce reliance on private car travel*
- *gives people a choice of high quality travel options*
- *support sustainable economic development and regeneration*
- *promote active lifestyles*

The LTP4 vision

A carbon neutral, resilient and inclusive transport system designed around – and with – people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique natural and built environment.

LTP4 principles

Guiding principle 1: Give people a choice of high quality travel options.

Guiding principle 2: Provide a transport system that promotes high quality, prosperous places and puts people first.

LTP4 outcomes

These outcomes set out our goals for a transport system that supports a sustainable, inclusive and prosperous future for Hampshire."

Eastleigh Local Plan, April 2022

- 1.3.11 The Eastleigh Borough Local Plan 2016-2036 was adopted on 25 April 2022. It sets out the policies and plans to guide future development to 2036. It will be used to determine planning applications in the Borough and replaces the 'saved' policies in the Adopted Local Plan 2001-2011.
- 1.3.12 The following policies within the plan relate to transport and highways: -

Eastleigh Local Plan Policy S11 – Transport Infrastructure

Strategic policy S11, Transport infrastructure

1. The Council will work with the highway authorities, Solent Transport, transport operators, funding bodies and developers to minimise transport emissions, pollution and congestion by:
 - a. ensuring new developments:
 - i. encourage walking, cycling and the use of public transport; and
 - ii. minimise congestion and support safety on the highway network;
as informed by appropriate transport assessments; and
 - b. safeguarding the routes and securing the funding to deliver new and improved transport infrastructure.
2. The key proposals for new and improved transport infrastructure in the Borough are as follows:
 - a. the Eastleigh Cycle Route Network and improved pedestrian routes as set out in the Solent Transport Delivery Plan, the Hampshire County Council/Eastleigh Borough Transport Statement, the Eastleigh Cycling Strategy, the Eastleigh Walking Strategy and strategic policy S12 below;
 - b. the Transforming Cities Fund public transport, cycling and walking upgrades on the following corridors:

- i. Southampton – Chandler's Ford – Winchester;
- ii. Southampton – Portswood – Eastleigh – Fair Oak;
- iii. Southampton – Bitterne – Hedge End – Bursledon – Hamble;
- c. enhancements to the railway system to improve access to Southampton Airport Parkway from the east; and
- d. local improvements to railway stations and bus services and infrastructure to enhance their accessibility and use.
- e. new or improved road accesses into Eastleigh River Side associated sites, including the new Chickenhall Lane link road (see E6, E7, E9, and paragraphs 6.4.31 – 6.4.40);
- f. the Botley bypass, comprising a new road bypassing Botley to the north of the village and improvements to Woodhouse Lane (see BO5, Chapter 6, section 6.5 and paragraphs 6.5.78 – 6.5.82);
- g. a new road linking Burnetts Lane and Bubb Lane, serving the Chalcroft Business Park and new development west of Horton Heath (see WE1 and WE2, Chapter 6, section 6.5, HH1, Chapter 6, section 6.1 and paragraphs 6.5.53 – 6.5.55);
- h. a new road to the south of Hedge End bypassing the Sundays Hill junction between Heath House Lane and Bursledon Road (the Sundays Hill bypass see paragraphs 6.2.23 – 6.2.25, Chapter 6, section 6.2);
- i. a new road to the south of Hedge End linking the western end of the Sundays Hill bypass with St John's Road (see HE4 Chapter 6, section 6.5 paragraphs 6.5.30);
- j. road corridor improvements (walking, cycling, bus and/or junction upgrades):
 - i. Eastleigh to Fair Oak (see policy E8 and paragraphs 6.1.30 – 6.1.35; 6.4.44 – 6.4.49)
 - ii. Hamble Lane (see paragraphs 6.2.26 – 6.2.27)
- k. additional junction improvements at
 - i. Botley (as set out in policy BO6 and paragraphs 6.5.84 – 6.5.85);
 - ii. Eastleigh (as set out in policy E8 and paragraphs 6.4.44 and 6.4.46 – 6.4.52);
 - iii. Fair Oak and Horton Heath (as set out in paragraphs 6.1.36 – 6.1.37);
 - iv. Hedge End (as set out in paragraphs 6.5.28 – 6.5.34)
 - v. West End (as set out in paragraphs 6.5.53 – 6.5.55)
- l. improvements to junctions 5, 7 and 8 of the M27 motorway and to other junctions identified as being in need of improvement in the Highways England Roads Investment Strategy, Hampshire County Council Local Transport Plan, the Solent Transport Delivery Plan, the Hampshire County Council/Eastleigh Borough Transport Statement, the transport assessment of the Pre-submission Local Plan and other strategy documents, including improvements to the Windhover roundabout and A27 in Bursledon and the creation of smart motorways;

Eastleigh Local Plan Policy DM13 - Transport

Policy DM13, General development criteria - transport

1. All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:
 - a. meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;
 - b. not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and
 - c. be provided without unacceptable environmental impact.
2. All new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure in accordance with Hampshire County Council's Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development.
3. Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as:
 - a. provision of/ contribution towards on and off-site highway improvements such as junction improvements and potentially new road links
 - b. on-site pedestrian, cycle and public transport infrastructure
 - c. contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate
 - d. on-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans⁴⁹) to reduce car use.
4. New development intended to serve or accommodate large numbers of people will only be permitted in locations that as well as having adequate road access, or will have as a result of the

development, are or can be served by means of transport other than the private car, including bus, train, cycle and pedestrian access.

Eastleigh Local Plan Policy DM14 – Parking

Policy DM14, Parking

1. New residential development will be required to provide off-highway parking which is adequate in terms of highway safety/traffic management. Provision will take account of the adopted Eastleigh Borough Council's Residential Parking Standards SPD which sets out minimum requirements for parking provision. Over provision relative to car ownership levels or which would create an ineffective use of space will be avoided. Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the transport statement/assessment/travel plan.
2. For out-of-centre development proposals, parking needs will be assessed based on the impacts of the development on neighbouring town, district or local centre or a neighbourhood parade.
3. Within town, district and local centres and in neighbourhood parades, parking needs will be assessed in relation to wider needs within the centre/parade. Where existing provision is inadequate, the provision of additional parking may be permitted subject to a financial contribution towards measures to assist on-street parking management, public transport, cycling and walking.
4. Proposals to provide new car parks, extend existing car parks or provide workplace park and ride facilities will be permitted if:

- a. it can be demonstrated that this is the only way the transport requirements driving the proposals for car parking provision can be met;
- b. the proposals form part of a strategy aimed at managing use of the private car, such as a workplace travel plan; and
- c. transport and other environmental assessments demonstrate that the benefits of the proposal (e.g. reduction of on-street parking pressures, reduction of traffic congestion) outweigh any adverse effects; and
- d. the design, layout, planting and landscaping and lighting provision addresses visual and landscape impacts, noise, lighting and impacts on residential amenity; and
- e. the developer pays for any off-site highway improvements necessary from traffic generated by the proposal, and any additional works necessitated by an inability to meet workplace travel plan targets; and
- f. for sites outside the urban edge and in accordance with other policies in the Plan, they are subject to a sequential approach prioritising sites within the urban edge. Proposals in settlement gaps will only be acceptable in exceptional cases (see strategic policy S6).

Eastleigh Local Plan Policy E8 – Junction Improvements

Junction improvements, Eastleigh

Policy E8, Junction improvements, Eastleigh

1. The Borough Council will support the Highway Authority in developing and delivering capacity improvements as required at:
 - a. Twyford Road/Romsey Road roundabout in order to enhance traffic conditions whilst enabling development and regeneration to take place in the Town Centre and its immediate periphery. Improvements to conditions for pedestrians and cyclists across this junction will be integral to scheme design including a pedestrian/cycle bridge adjacent to the Twyford road crossing of the Chandler's Ford line;
 - b. the Chickenhall Lane/Bishopstoke Road junction, including the installation of traffic signals and widening of the Bishopstoke Road approaches;
 - c. various locations in relation to the South of Chestnut Avenue development site (several schemes committed);
 - d. at other locations if a requirement is identified in the Transport Assessment.

1.4 Parking Policies

- 1.4.1 NPPF Policy TR2 sets the overarching framework for parking standards. It is provided below for ease of reference.

NPPF Policy TR2 - Local parking standards

1. Development plans should set local parking standards for residential and non-residential development, across the plan area or for specific sites or sub-areas, in a way which aligns with the transport vision for the plan and opportunities to promote sustainable transport.
2. Maximum standards for car parking should be set where they will support efforts to encourage the use of sustainable transport modes and shared transport, optimise the density of development in well-connected locations, or where they are necessary for managing the local road network.
3. Parking standards should take into account:
 - a. The connectivity of development in different locations by different modes of transport, especially in terms of access to employment and day-to-day services;
 - b. Opportunities for improvements in walking, wheeling, cycling and public transport;
 - c. Local car ownership levels and travel trends, and opportunities to promote car sharing and other schemes which may reduce vehicle parking requirements;
 - d. Providing sufficient spaces for electric vehicle charging, blue badge holders, pedal and electric cycles and e-scooters, considering likely future demand and the need for associated infrastructure; and
 - e. The appropriateness of setting different standards for the type and mix of development, including to address specific business requirements where commercial standards are being set; and of using ranges where a degree of flexibility is desirable.

Source: NPPF 2026, Chapter 15, TR2, p.69.

Adopted Local Parking Standards

- 1.4.2 The local parking standards relevant to the Site are set out in the Eastleigh Borough Council, Parking Standards Supplementary Planning Document (SPD) adopted in September 2025. These are applied later in this TS.

Adopted Local Car and Cycle Parking Standards

- 1.4.3 The SPD sets out the number of car and cycle parking spaces for each of the land use classes. As the proposed development includes classes E(g)(iii), B2, and B8, extracts of the relevant standards for each are provided at Figure 1.3 below.

Figure 1.3 – Adopted Parking Standards

Table 5 - Non-Residential Parking Standards 2025					
(Figures provided in the table should be viewed as the expected standard, however as noted above each development will be considered on an individual basis taking account of local circumstances.)					
Commercial Development					
Type/Use ⁷	Car Parking Standard	Operational Parking		Cycle Parking Standard	
		Loading Areas (inc. deliveries and drop off)	Vehicle Parking (inc. pool cars and service vehicles)	Long Stay	Short Stay
Class E Office	1 space per 35m ²	1 space	To be decided on a site-by-site basis	1 space per 8 staff	1 space per 300m ²
Class E High-tech/light industry	1 space per 45m ²	1 space	To be decided on a site-by-site basis	1 space per 8 staff	1 space per 500m ²
B2 General industrial	1 space per 45m ²	1 space	To be decided on a site-by-site basis	1 space per 8 staff	1 space per 500m ²
B8 warehouse	1 space per 80m ²	1 space	To be decided on a site-by-site basis	1 space per 10 staff	1 space per 600m ²

Source: Eastleigh Borough Council, Parking Standards Supplementary Planning Document (SPD) adopted in September 2025.

Adopted Disabled Car Parking Standards

- 1.4.4 The following text is provided in relation to disabled parking: -

"A minimum of 5% of spaces should be designated for use by disabled people, or available for future conversion, with a minimum of 1 space per individual development. These parking spaces should be clearly marked with the international symbol for access."

1.5 Report Overview

- 1.5.1 The remainder of this report is divided into five further sections, which are as follows: -

Section 2.0 Site Transport Context

- 1.5.2 This section of the report provides details of the Site context, including its accessibility by all relevant transport modes, and a road safety review.

Section 3.0 Proposed Development

- 1.5.3 The various components of the development proposal, including the Site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

- 1.5.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Junction Capacity Assessment

- 1.5.5 The results of the traffic assessment have been used to inform junction capacity assessment, and the methodology and results are outlined in this section of the report.

Section 6.0 Summary and Conclusions

- 1.5.6 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the Site in terms of a range of transport modes.

2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice: -

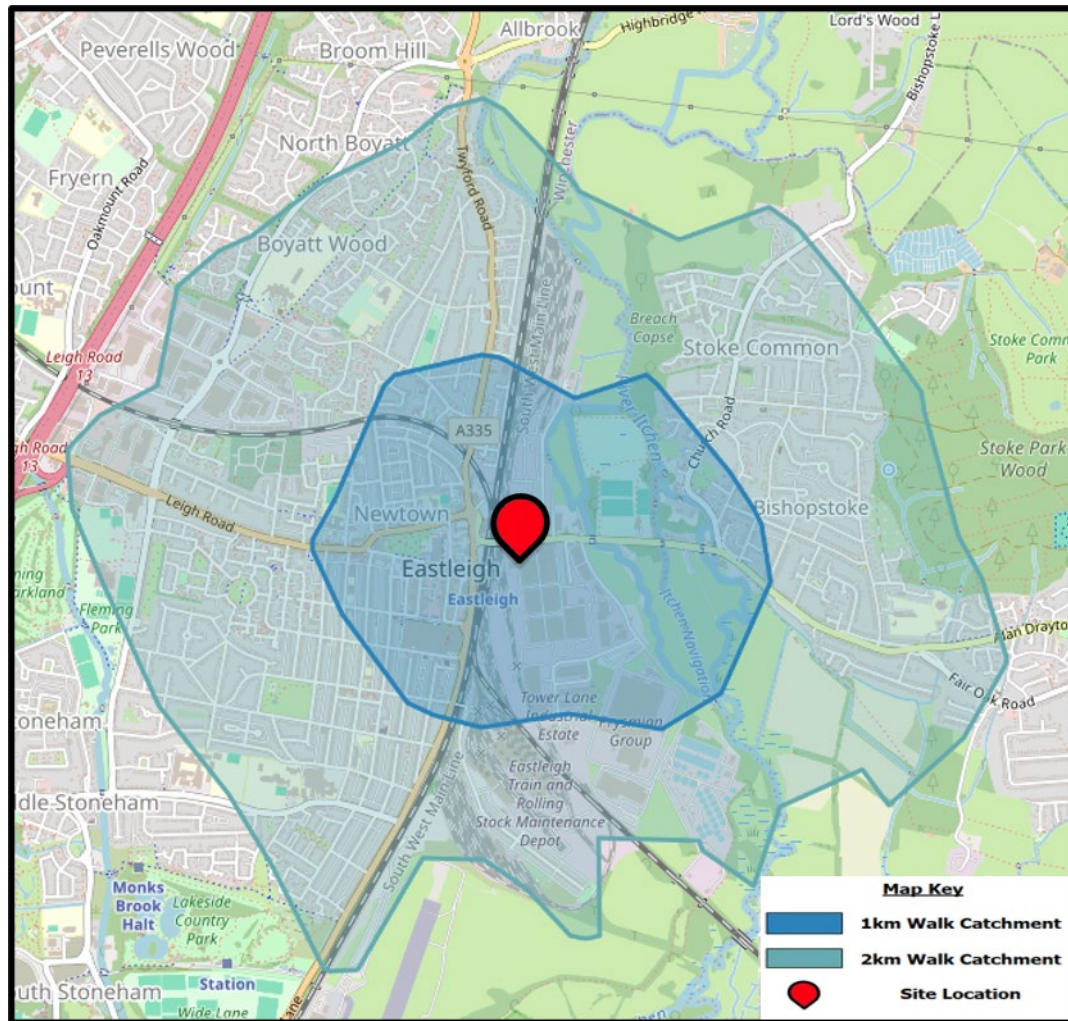
"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment. For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for work-based / commuting trips, people are likely to be prepared to walk further.
- 2.2.6 Based on walking distances of 800m and 2km, the indicative walking catchments of the Site are shown at Figure 2.1 below. These have been shown as 1km and 2km isochrones.

Figure 2.1 – Indicative 1km and 2km Walk Catchments

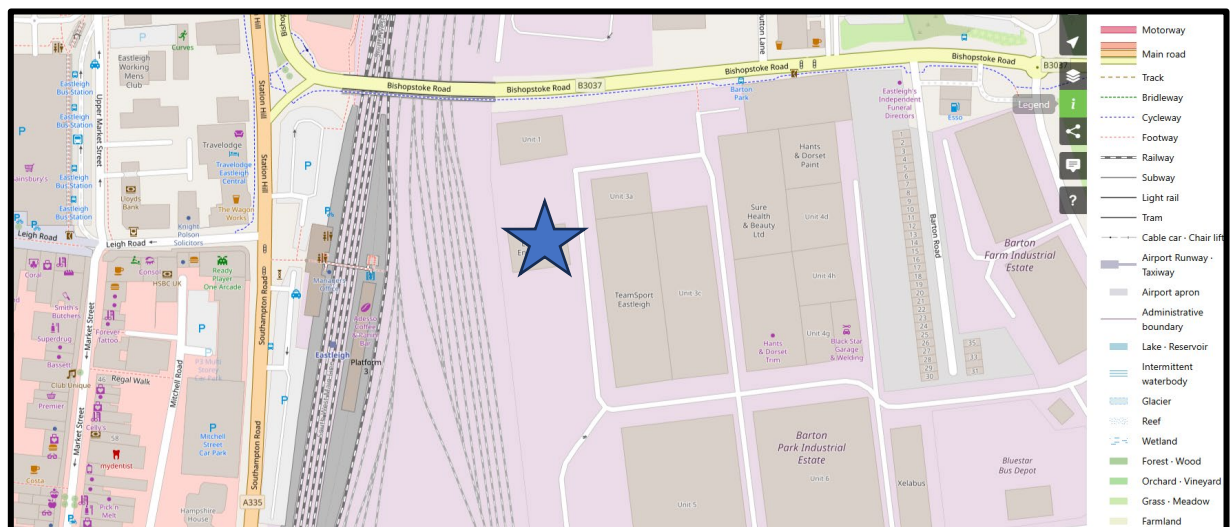


Source: Openrouteservice.

- 2.2.7 The walk catchments above indicate that Eastleigh Town Centre and Train Station are within the 1km walk catchment as well as a number of residential dwellings. The majority of Eastleigh also lies within the 2km walking catchment.
- 2.2.8 In the vicinity of the Site there are no dedicated footways, however suggested walk routes are provided through the industrial estate, marked on the ground with paint. A gated pedestrian connection is provided to the B3037 Bishopstoke Road, c100m north east of the Site. This connects the Site to the local pedestrian network.
- 2.2.9 The B3037 Bishopstoke Road is flanked by a footway on the northern side of the road and a footway/cycleway on the southern side of the road. The B3037 Bishopstoke Road connects to Station Hill and Leigh Road to the west of the Site. These provide direct pedestrian links to the train station, bus station, and pedestrianised town centre.
- 2.2.10 Pedestrian access is also provided to Barton Farm Industrial Estate via the main vehicle access from Chickenhall Lane. The internal estate road is flanked by a footway on its northern side.

- 2.2.11 Chickenhall Lane is flanked by a footway on the western side of the road. A refuge island crossing with dropped kerbs and tactile paving is present at the mini-roundabout with the B3037 Bishopstoke Road.
- 2.2.12 A signalised pedestrian crossing is also present on the B3037 Bishopstoke Road, between the pedestrian access point and Chickenhall Lane mini-roundabout.
- 2.2.13 As shown in Figure 2.2, there are a number of footpaths and rights of way within the vicinity of the proposal Site. These provide a range of walking routes within the local area for the future occupants of the proposed development.

Figure 2.2 – Local Footpaths and Public Rights of Way



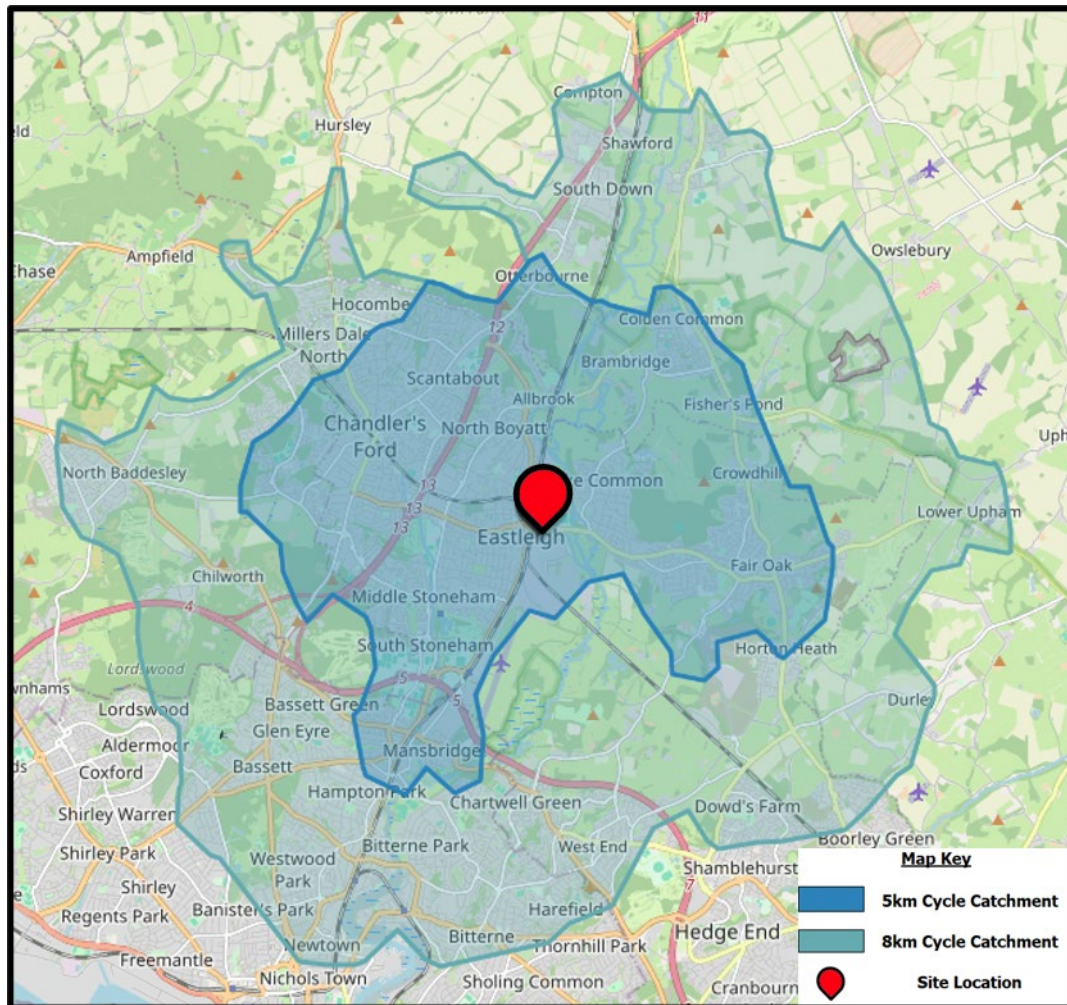
Source: OpenStreetMap. N.B. The proposal Site is indicated by a blue star.

- 2.2.14 In light of the local pedestrian facilities, the Site is well connected to the local pedestrian network with opportunities for employees to make trips by foot.

2.3 Access by Cycling

- 2.3.1 The 2024 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.5.3km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are up to five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 8km.
- 2.3.2 Indicative cycle catchments are shown at Figure 2.3 below, being a 5km catchment (representing the 5.3km NTS average cycling distance) and an 8km catchment (being the distance of 80% of cycle trips).

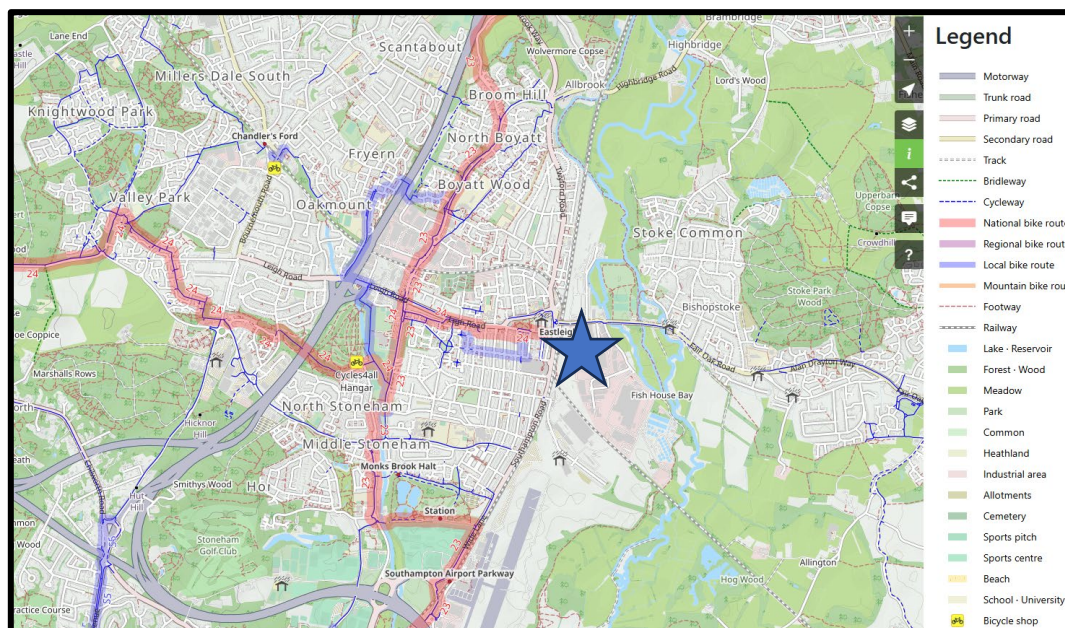
Figure 2.3 – Cycle Catchment Area



Source: Openrouteservice.

- 2.3.3 The 5km cycle catchment includes all of Eastleigh, Chandlers Ford and surrounding villages. The 8km catchment also includes parts of Southampton. There is therefore a significant local population within cycling distance of the Site.
- 2.3.4 Figure 2.4 below, shows a cycle map for Eastleigh taken from OpenStreetMap, showing local and national cycle ways in the area.

Figure 2.4 – Local Cycle Map



Source: OpenStreetMap. N.B. The proposal Site is indicated by a blue star.

- 2.3.5 As detailed above, a footway/cycleway flanks the southern side of the B3037 Bishopstoke Road, connecting the Site to the local cycle network. This also provides cycle connections between the bus and train station and the Site.
- 2.3.6 National Cycle Route (NCR) 24 runs from Leigh Road to the west of the Site to/from Romsey and Sailsbury. It also connects to NCR 23 providing a route to/from Southampton.
- 2.3.7 Local cycleways are also located within central Eastleigh and further afield.
- 2.3.8 Considering that the roads local to the Site are urban in character, and that the local topography is generally gentle, and the presence of cycle infrastructure, there are realistic and viable opportunities for employees to make trips by cycle.

2.4 Access by Bus

- 2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.4.2 The nearest bus stops to the Site are located on the B3037 Bishopstoke Road, c180m and c290m walk distance respectively.
- 2.4.3 Both the westbound stop (Dutton Lane Stop) and eastbound stop (Chickenhall Lane Stop) benefit from lay-bys, and poles with timetable information.
- 2.4.4 The bus stops are served by the frequent Blue Star services 2 (Southampton-Eastleigh-Bishopstoke-Fair Oak) and 3 (Southampton-Eastleigh) up to a service every 10 minutes during weekdays and Saturdays.
- 2.4.5 Eastleigh Town Centre Bus Station is also located within 500m of the Site and includes an extensive range of services.
- 2.4.6 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the Site is accessible by bus.

2.5 Access by Rail

- 2.5.1 Eastleigh Train Station is located on the Sites western boundary, c450m walk distance from the Site.
- 2.5.2 The station is operated by South Western Railway, with frequent trains between Southampton Central, Romsey, Winchester, Portsmouth Harbour, and London Waterloo.
- 2.5.3 It is therefore feasible that some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made on foot.

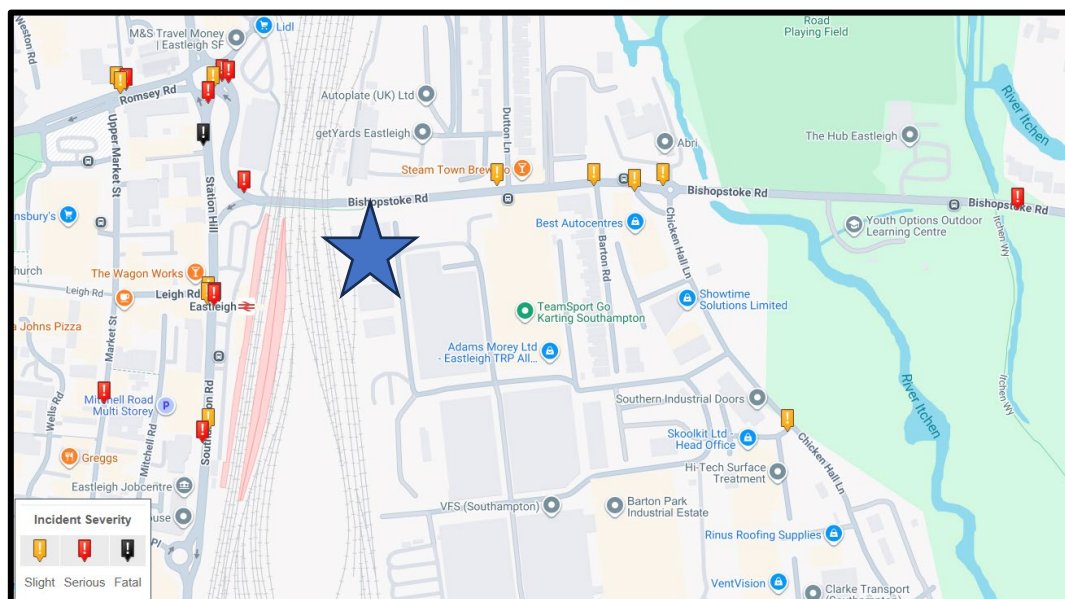
2.6 Vehicular Access

- 2.6.1 Vehicular access to the unit will be unaltered via the proposals. The unit will continue to be accessed from the internal industrial estate access road, which is private.
- 2.6.2 The estate road connects to Chickenhall Lane on the Sites eastern boundary.
- 2.6.3 Chickenhall Lane connects to the B3037 Bishopstoke Road at a min-roundabout to the north east of the industrial estate. The B3037 goes on to connect to the A335 Station Hill providing routes to the Town Centre and M3 and M27 motorways.
- 2.6.4 Figure 1.1 shows the Site in its local highway context, demonstrating that the Site is readily accessible from the local and strategic road network.

2.7 Road Safety Review

- 2.7.1 Publicly available official collision records include collisions which resulted in a personal injury and which were reported to the police. The data does not include details of damage-only collisions or those which were not reported to the police.
- 2.7.2 Personal-injury collisions are classified by the police as one of either 'Slight', 'Serious' or 'Fatal'.
- 2.7.3 Personal injury collision data has been obtained from Crashmap for the area local to the Site for the most recent five-year period between 2021-2025. The locations and levels of severity of the recorded collisions are shown at Figure 2.5 below.

Figure 2.5 – Local Collision Map



Source: Crashmap. N.B. The proposal Site is denoted by a blue star.

- 2.7.4 No collisions have occurred at or in the vicinity of the Barton Farm Industrial Estate access from Chickenhall Lane.
- 2.7.5 As shown above, there are no locations within the study area that had more than five collisions (i.e., one or more per year) and therefore the data has not been analysed in detail.
- 2.7.6 On this basis, overall, no pattern of collisions has been identified which is attributable to a road layout deficiency, nor one which is likely to be materially worsened by the development proposals.

2.8 Section Conclusion

- 2.8.1 The Site is surrounded by a pedestrian network that includes a number of crossing facilities, industrial and residential catchment within walking distance.
- 2.8.2 The area local to the Site is conducive to cycling, with a wide range of services and amenities within cycling distance, and there are good opportunities for staff to make their journeys by bike.
- 2.8.3 The bus stops local to the Site are served by frequent bus services, which provide access to/from a variety of destinations.
- 2.8.4 Eastleigh station is located on the Sites western boundary; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made on foot.
- 2.8.5 The proposal Site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 2.8.6 Overall, the Site has a good level of accessibility by all relevant transport modes, thereby complying with national and local transport planning policy.

3.0 PROPOSED DEVELOPMENT

3.1 Development Proposals

- 3.1.1 The development proposals are shown on the plan provided at Appendix 1. The proposal seeks approval to expand the current use of Unit 2 to include Class B8 (Storage and Distribution) and E(g)(iii) (Light Industrial), as well as retaining the current Class B2 (General Industrial) use.

3.2 Access Arrangements

- 3.2.1 No physical changes to the unit or access arrangements are proposed as part of this application.
- 3.2.2 As detailed above, Unit 2 has been vacant since May 2025. It was previously occupied by Earnshaw Engineering Ltd, a metal fabricator.
- 3.2.3 The unit is 645 sq.m in gross floor area, with an additional gated service yard to its south.
- 3.2.4 The unit is accessed via roller shutter doors adjacent to the internal estate access road as shown by the visual at Figure 3.1 below. Two pedestrian access doors are provided, one within the yard and one near to the internal estate access road.

Figure 3.1 – Proposal Site



- 3.2.5 The service yard will be accessed via the existing gates that swing inwards towards the unit. Informal parking is provided in front of the unit and within the yard.

3.3 Car and Cycle Parking

Car Parking

- 3.3.1 Based on the adopted local parking standards (described above) the following parking provision is recommended (*"Standards should be viewed as the expected standard, however as noted each development will be considered on an individual basis taking account of local circumstances"*): -
- 1 car parking space per 45m² Gross Floor Area (GFA) for Class E(g)(iii) (high-tech/ light industry).
 - 1 car parking space per 45m² GFA for Class B2 (general industrial).
 - 1 car parking space per 80m² GFA for Class B8 (warehouse).
- 3.3.2 Based on the above this equates to the following parking provision for the 645 sq.m unit: -
- E(g)(iii)- $645\text{m}^2 \div 45\text{m}^2 = 14.33$ spaces.
 - B2 - $645\text{m}^2 \div 45\text{m}^2 = 14.33$ spaces.
 - B8 - $645\text{m}^2 \div 80\text{m}^2 = 8.06$ spaces.
- 3.3.3 The parking layout at Appendix 1 shows that the existing yard has space for 8 parking spaces. The proposed on-Site parking is therefore in accordance with the local parking standards with the range of B8 and B2/E(g)(iii) standards.
- 3.3.4 It should be noted that occupiers are only likely to occupy the unit if it meets their parking requirements.
- 3.3.5 A full parking assessment based on TRICS data is provided at Section 4.5 of this report.

Operational Parking

- 3.3.6 The adopted local parking standards recommend that one operational parking space is provided per unit.
- 3.3.7 There is ample space between the unit and industrial estate access road for an operational parking space as shown at Appendix 2.

Cycle Parking

- 3.3.8 The adopted local parking standards recommend the following cycle parking provision:
- 1 short stay space per 500m² GFA plus 1 long stay space per 8 full-time staff for Class B2 and Class E(g)(iii).
 - 1 short stay space per 600m² GFA plus 1 long stay space per 10 full-time staff for and Class B8.
- 3.3.9 Based on the above 1 to 2 short stay cycle spaces should be provided, as well as staff cycle parking.

- 3.3.10 One Sheffield cycle stand (2 spaces) will be provided near to one of the pedestrian access doors, according with the above short stay cycle parking standards. This is shown on the plan at Appendix 1.
- 3.3.11 It is unknown how many staff will occupy the unit at this stage. Staff cycle parking will be provided within the unit, which will have regard to the above standards.

Disabled Parking

- 3.3.12 For employment generating developments *"A minimum of 5% of spaces should be designated for use by disabled people, or available for future conversion, with a minimum of 1 space per individual development."*
- 3.3.13 The development will provide one disabled parking space, as shown at Appendix 1.

3.4 Servicing

- 3.4.1 As detailed above, no physical changes to the unit or service yard, or their access arrangements are proposed.
- 3.4.2 Swept path analysis of the Site has been undertaken assuming an operational parking area is provided between the unit and industrial estate access road. As shown on the tracking drawing at Appendix 2, a 16.48m articulated vehicle can access the parking area from the internal industrial estate access road.
- 3.4.3 With 8 parking spaces provided within the service yard there is room for a 7.5-ton Box Van of 8m in length to enter the service yard and turn within it. This is also shown on a tracking drawing at Appendix 2.
- 3.4.4 A large 10m rigid vehicle can also reverse into the service yard to unload if needed. As shown by the drawing at Appendix 2.
- 3.4.5 Therefore, there are ample servicing options based on the number of parking spaces provided.

3.5 Section Conclusion

- 3.5.1 No physical changes to the units or access arrangements are proposed.
- 3.5.2 The proposed on-Site parking is provided in accordance with the local parking standards lying between the range of B8 and B2/E(g)(iii) standards.
- 3.5.3 The servicing arrangements of the Site and suitable for its use.
- 3.5.4 The proposal therefore accords with the adopted local plan and NPPF.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

- 4.1.1 This section of the report provides details of the data used for the assessment of the of the proposed development traffic effect.
- 4.1.2 The TRICS version 8.26.6 database has the following categories that relate to B2, B8 and E(g)(iii) uses: -

02/C - Industrial Unit

"Single industrial building, used by one organisation. May be light or general industry. If predominantly warehousing include as 02/E or 02/F. If predominantly office then include as 02/A. Trip rates are calculated by Gross Floor Area, Employees, Site Area, or Parking Spaces."

02/F - Warehousing (commercial) (use class B8)

"All commercial warehousing. If predominantly office then include as 02/A or 02/B. If predominantly industrial then include as 02/C or 02/D. Trip rates are calculated by Gross Floor Area, Employees, or Parking Spaces."

- 4.1.3 Based on the above, the industrial unit category would largely relate to B2 developments and the warehousing to B8 uses.
- 4.1.4 E(g)(iii) is categorised as *"any industrial process which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit"*. Therefore, for the purpose of this assessment the E(g)(iii) use has been assumed to fall under the industrial unit TRICS category.

4.2 Existing Site Trip Attraction

- 4.2.1 The pertinent question relating to the traffic effect of the proposed development is whether the proposal will result in significantly more traffic than the existing uses on the Site, and if so, whether there would be an unacceptable impact on highway safety or whether the impact on the road network would be severe.
- 4.2.2 As detailed above, Unit 2 has been vacant since May 2025. It was previously occupied by Earnshaw Engineering Ltd, a metal fabricator. There is a record of them having occupied by the Site since October 2008. On that basis, and given the passage of time, it has been assumed that the Site's use to be B2 General Industry. To understand the potential traffic attraction of this 'fallback scenario', the industry-standard TRICS database (current version 8.26.6) has been used.
- 4.2.3 The TRICS database is an industry-standard collection of traffic surveys, detailing hourly trip arrivals and departures, recorded from a variety of existing development Sites using a standardised methodology.
- 4.2.4 Following the TRICS best practice guidance, the database has been filtered using the following criteria in Table 4.1 to obtain a dataset of comparable development Sites.

Table 4.1 – TRICS Database Filtering – Use Class B2 Fallback Position

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	02 - EMPLOYMENT
Sub Land Use:	C – INDUSTRIAL UNIT
Calculation Options:	Vehicle Trip Rates
Regions:	England excluding Greater London
Primary filtering	
Trip Rate Parameters:	Gross Floor Area
Range:	175 to 1,500 sqm
Selected Dates:	01/01/00 to 03/06/2025
Week days to include:	Weekdays only
Location Types to include:	Suburban Area, Edge of Town
Secondary filtering	
Population < 1 Mile:	All
Population < 5 Miles:	Under 250,000

- 4.2.5 The resultant average vehicle trip rates (per 100 sq.m) during the assumed peak hours, along with the equivalent average vehicle trip numbers based on the based on the 645 sq.m of the existing Class B2 development, are set out at Table 4.2. The TRICS outputs are provided at Appendix 3.

Table 4.2 – TRICS Data: Fallback Position – Existing B2 Industrial Unit (also E(g)(iii))

Total Vehicles	Average Trip Rates (per 100 sqm)			Traffic Attraction (645 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.605	0.183	0.788	4	1	5
17:00-18:00	0.03	0.441	0.471	0	3	3
Daily:	3.414	3.351	6.765	22	22	44

- 4.2.6 The TRICS data shows that the existing B2 use potentially attracts an average of 5 and 3 vehicle movements during the weekday AM and PM peak hours and 44 across the day.

4.3 Proposed Development Trip Attraction

- 4.3.1 The industry-standard TRICS database (version 8.26.6) has been used to identify the average trip generation of developments with comparable characteristics to the proposed development.
- 4.3.2 The TRICS database is an industry-standard collection of traffic surveys, detailing hourly trip arrivals and departures, recorded from a variety of existing development Sites using a standardised methodology.
- 4.3.3 Following the TRICS best practice guidance, the database has been filtered using the following criteria in Table 4.3 to obtain a dataset of comparable development Sites.

- 4.3.4 The selection below is based on B8 Warehousing. If the unit is occupied by B2 or E(g)(iii) uses the trip attraction is assumed to be the same as existing, presented at Table 4.2 above.

Table 4.3 – TRICS Database Key Selection Criteria

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	02 - EMPLOYMENT
Sub Land Use:	F - WAREHOUSING (COMMERCIAL)
Calculation Options:	Vehicle Trip Rates
Regions:	England excluding Greater London
Primary filtering	
Trip Rate Parameters:	Gross Floor Area
Range:	175 to 1,500 sqm
Selected Dates:	01/01/00 to 03/06/2025
Week days to include:	Weekdays only
Location Types to include:	Suburban Area, Edge of Town
Secondary filtering	
Population < 1 Mile:	All
Population < 5 Miles:	Under 250,000

- 4.3.5 The full TRICS outputs are provided at Appendix 3; summaries of the resultant vehicular trip rates (per 100sq.m) during the weekday AM and PM peak hours are set out at Table 4.4, alongside the equivalent vehicle trip numbers for the proposed 645 sqm of the proposed development.

Table 4.4 – TRICS Vehicle Trip Rate Data – Proposed Development (B8)

Total Vehicles	Average Trip Rates (per 100 sqm)			Traffic Attraction (645 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.817	0.251	1.068	5	2	7
17:00-18:00	0.098	0.545	0.643	1	4	4
Daily:	5.588	5.43	11.018	36	35	71

N.B. Some of the figures include mathematical rounding.

- 4.3.6 The TRICS data shows that the proposed B8 use potentially attracts an average of 7 and 4 vehicle movements during the weekday AM and PM peak hours and 71 across the day.

4.4 Net Traffic Attraction

- 4.4.1 As set out in Section 4.2, the pertinent test in terms of traffic attraction, is the scale of any increase in traffic attraction associated with the proposed development compared to that of the existing development on the Site. In other words, the difference between the fallback position and the proposed development.
- 4.4.2 The net traffic attraction of the proposed development is calculated by subtracting the trip numbers of the fallback position – B2/E(g)(iii) (Table 4.2) from the trip numbers of the proposed development B8 (Table 4.4), the results of which are shown at Table 4.5 below.

4.4.3 If the units continue to be occupied by B2 uses, no change in traffic attraction is anticipated.

Table 4.5 – Net Traffic Attraction

Peak Period	Arrivals	Departures	Total
08:00-09:00	1	0	2
17:00-18:00	0	1	1
Daily:	14	13	27

4.4.4 The calculation of the net traffic effect shows that the proposed development could potentially attract marginally higher vehicle traffic movements than it does at present during the weekday AM and PM peak hours, and across the day.

4.4.5 Overall, there will be a negligible change in traffic attraction as a result of the proposed change of use.

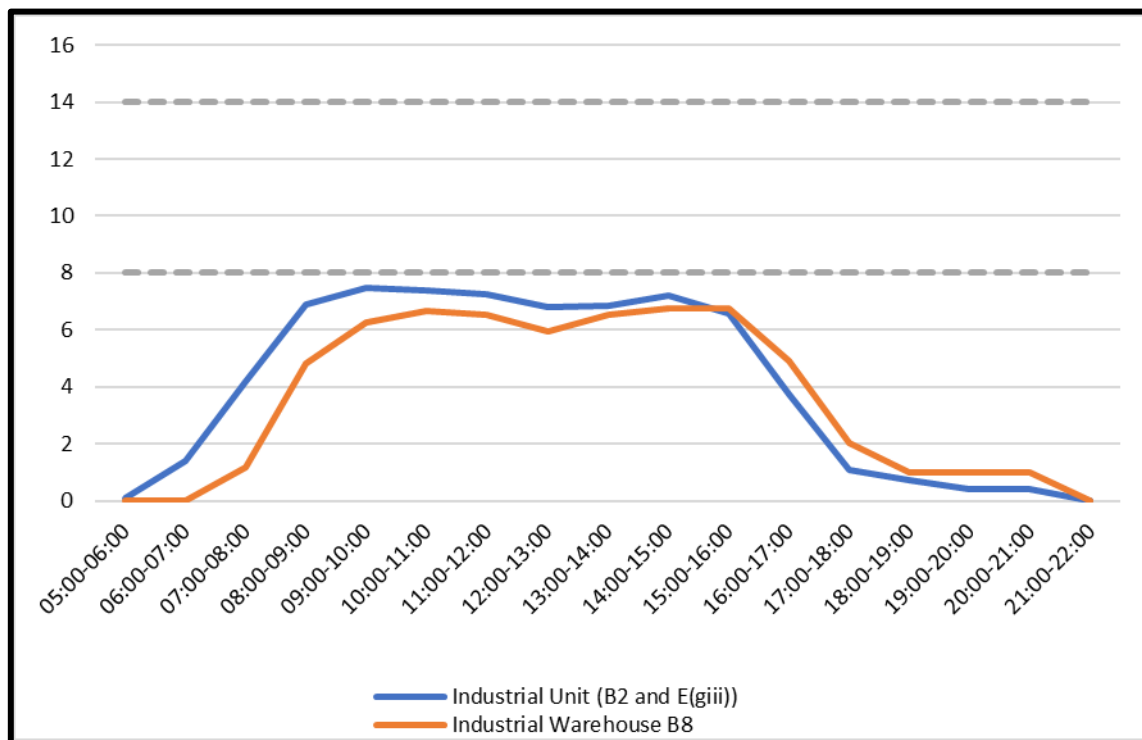
4.5 Parking Assessment

4.5.1 An assessment of the likely demand for car parking at the proposed development has been undertaken using the TRICS data set out in the previous section.

4.5.2 Figure 4.1 shows the parking accumulations based on the hourly arrival and departure numbers for the potential uses of the industrial unit.

4.5.3 The assessment shows that the accumulation peaks at under 8 vehicles.

Figure 4.1 – Parking Accumulation



4.5.4 Based on the above, the provision of 8 car parking spaces will accommodate the average car park accumulation of B2, B8 and E(g)(iii) uses at Unit 2. The peak accumulation is under 8 vehicles for all use types.

4.6 Section Conclusions

- 4.6.1 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the proposed development.
- 4.6.2 The calculation of the net traffic effect shows that the proposed development could potentially attract a negligible increase in vehicle traffic movements as a result of the change of use. The increase is very marginal.
- 4.6.3 The car parking is predicted to operate within capacity.
- 4.6.4 The proposal therefore accords with the adopted local plan and does not conflict with the NPPF.

5.0 JUNCTION CAPACITY ASSESSMENT

5.1 Introduction

- 5.1.1 Considering the development impact provided at Section 4.0, the proposed development is unlikely to significantly worsen any existing road collision patterns that may exist in the locality. Therefore, no further assessment has been undertaken of road safety.
- 5.1.2 Considering the development impact provided at Section 4.0, the proposed development is unlikely to materially affect the operation of any local junctions. Therefore, no further assessment has been undertaken of junction capacity.

6.0 SUMMARY AND CONCLUSIONS

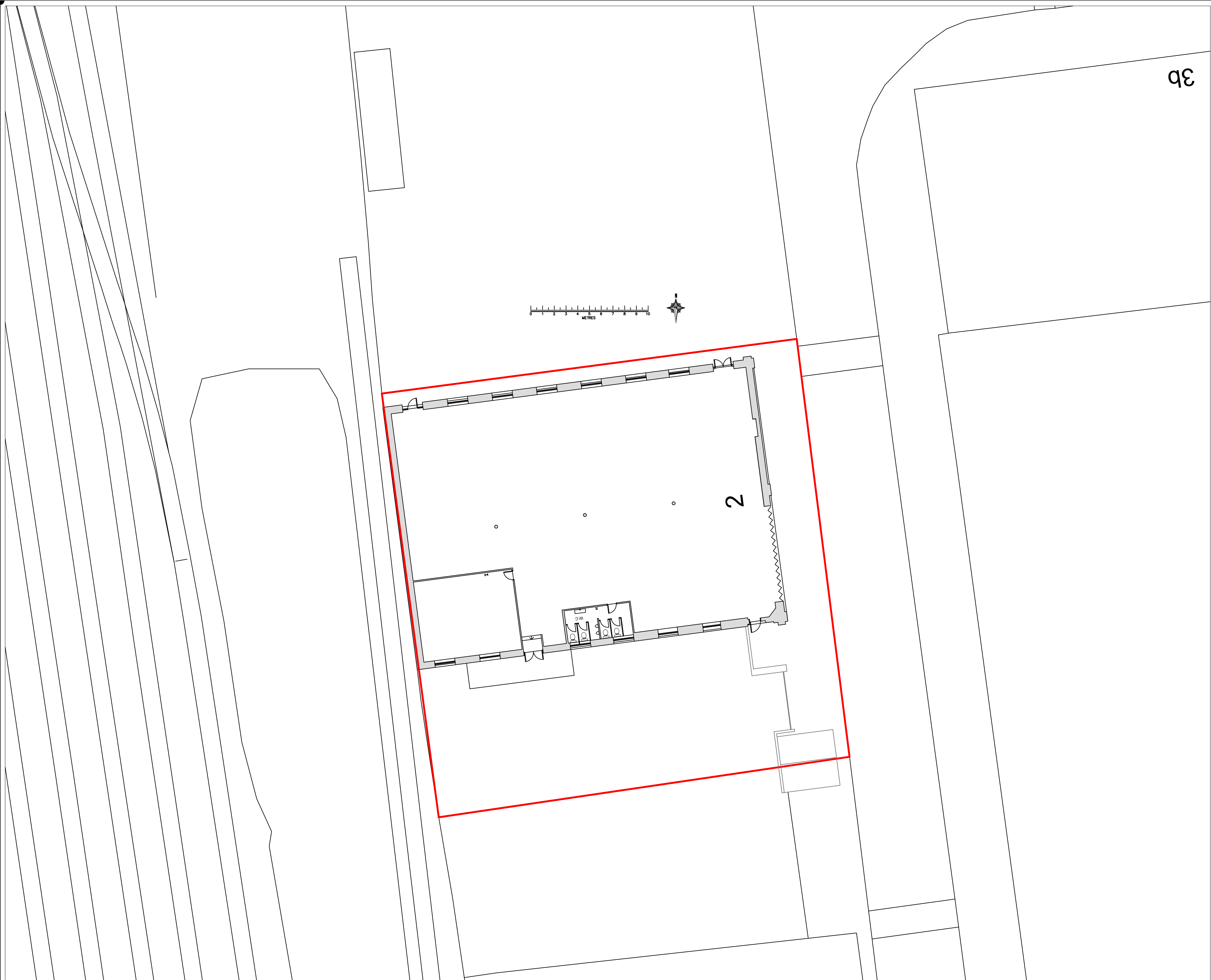
6.1 Summary

- 6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Industrial Property Investment Fund (IPIF), in relation to proposals to seek approval to expand the use of Unit 2 to include Class B8 (Storage and Distribution) and E(g)(iii) (Light Industrial), as well as retaining the current Class B2 (General Industrial) use.
- 6.1.2 The Site is surrounded by a pedestrian network that includes a number of crossing facilities, and an industrial and residential catchment within walking distance.
- 6.1.3 The area local to the Site is conducive to cycling, with a wide range of services and amenities within cycling distance, and there are good opportunities for staff to make their journeys by bike.
- 6.1.4 The bus stops local to the Site are served by frequent bus services, which provide access to/from a variety of destinations.
- 6.1.5 Eastleigh Rail Station is located on the Site's western boundary; some longer journeys to/from the proposed development can be made by train, with the connection between the station and the Site being made on foot.
- 6.1.6 The proposal Site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site.
- 6.1.7 Overall, the Site has a good level of accessibility by all relevant transport modes.
- 6.1.8 No physical changes to the units or access arrangements are proposed.
- 6.1.9 The proposed on-Site parking is provided in accordance with the local parking standards or is sufficient to meet the anticipated demand.
- 6.1.10 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the proposed development.
- 6.1.11 The TRICS data shows that the proposed development could potentially attract a negligible increase in vehicle traffic movements, however this increase is very minor.
- 6.1.12 There does not appear to be any particular pattern within the recent collision records, and the effect of the proposed development traffic is not likely to materially worsen the occurrence or materially affect the pattern of collisions in the vicinity of the Site.

6.2 Conclusions

- 6.2.1 The proposal is shown to accord with the adopted local plan and with the NPPF.
- 6.2.2 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test.

APPENDIX 1 – SITE LAYOUT



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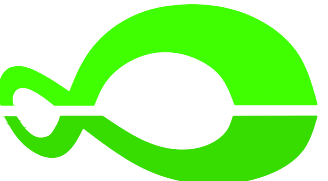
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All dimensions shown on the drawings are in millimeters.

All works to be carried out in accordance and with the approval of all statutory authorities, to include planning, building control, local water authority, etc.

All works to be carried out in accordance with current CDM regulations.

CHO GROUP LIMITED, Trading as



SPLIT INFINITIVE

Split Infinitive

39 Taunton Avenue
Raynes Park
SW20 0BH

Tel +44(0) 20 7183 7099
Mob +44(0) 78 826 8339
email young@split-infinitive.com
webpage www.split-infinitive.com

Client	
Project	
Unit 2 Barton Park Industrial Estate, Chicken Hall Lane, Eastleigh SO50 6RR	
Drawing	
Existing Site Plan	
Scale	
1:200@A2	
Date	Drawn
17th Sept 2026	YC
Drawing No.	Rev.
ESP01-U2BPIE	B



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CHO GROUP LIMITED, Trading as



SPLIT INFINITIVE

Split Infinitive

39 Taunton Avenue
Raynes Park
SW20 0BH

Tel +44(0) 20 7183 7099
Mob +44(0) 78 826 8339

email young@split-infinitive.com
webpage www.split-infinitive.com

Client

Project

Unit 2 Barton Park Industrial
Estate, Chicken Hall Lane,
Eastleigh SO50 6RR

Drawing

Proposed Site Plan

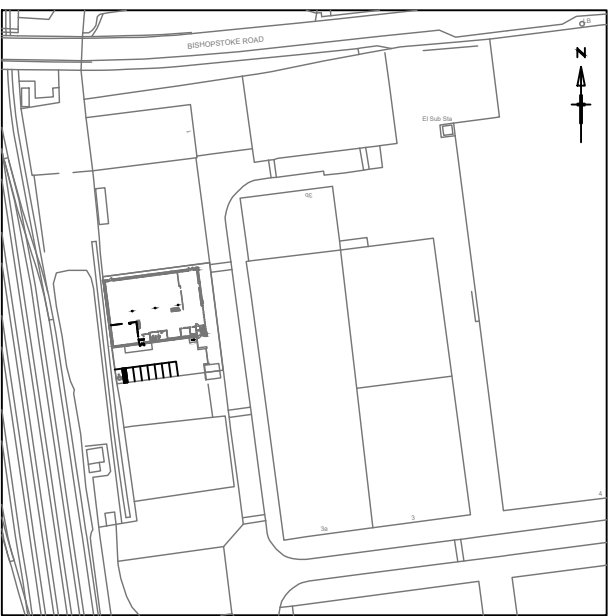
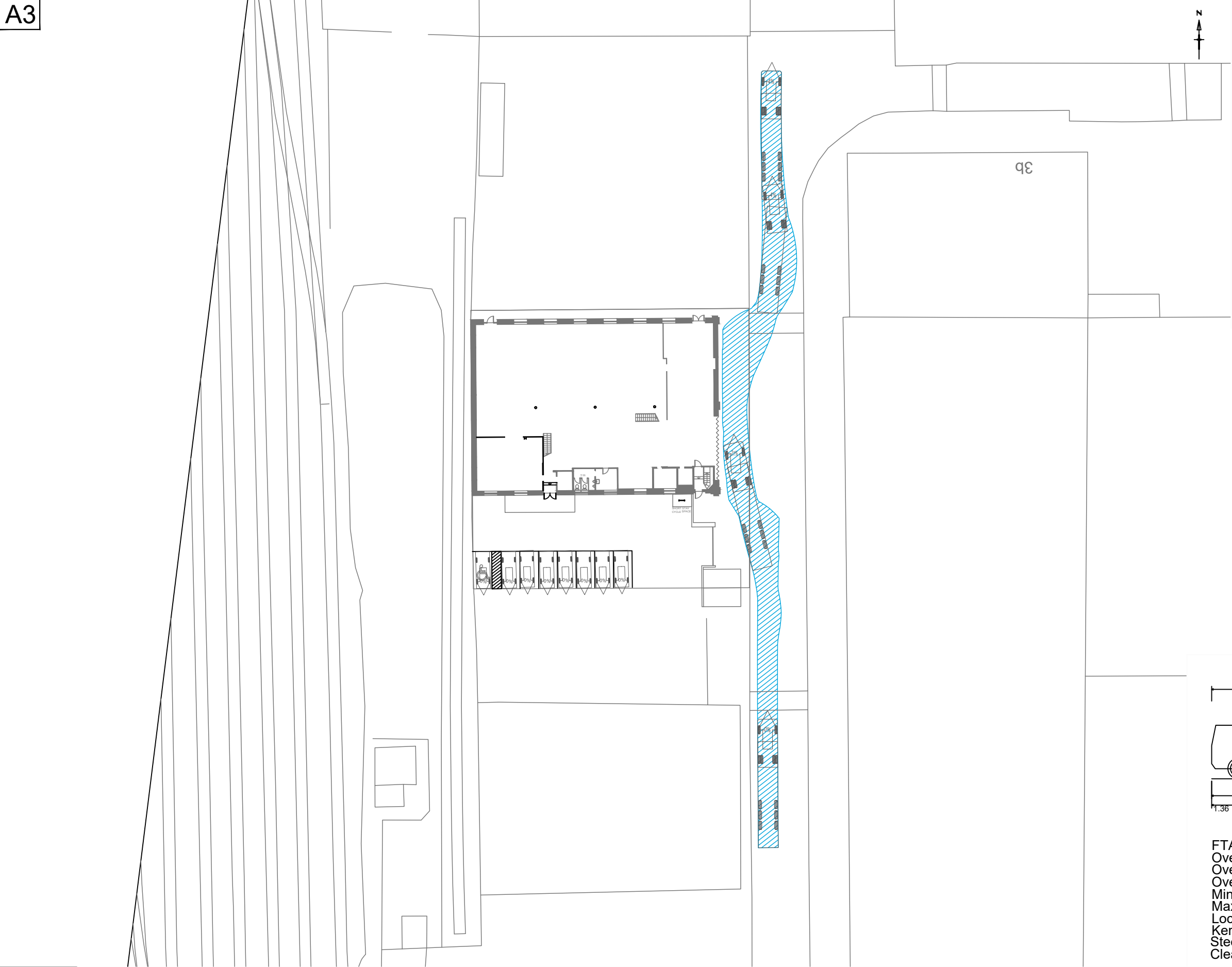
Scale

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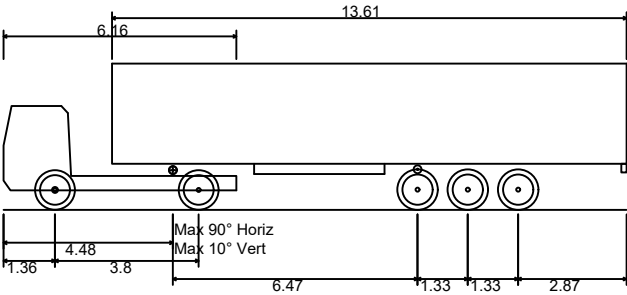
Date	Drawn
17th Sept 2026	YC

Drawing No.	Rev.
PSP01-U2BPPIE	C

APPENDIX 2 – POTENTIAL LAYOUT AND SWEEP PATH ANALYSIS



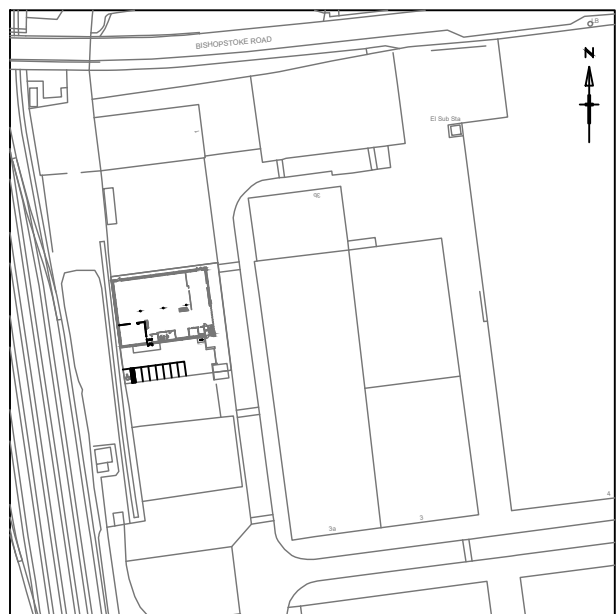
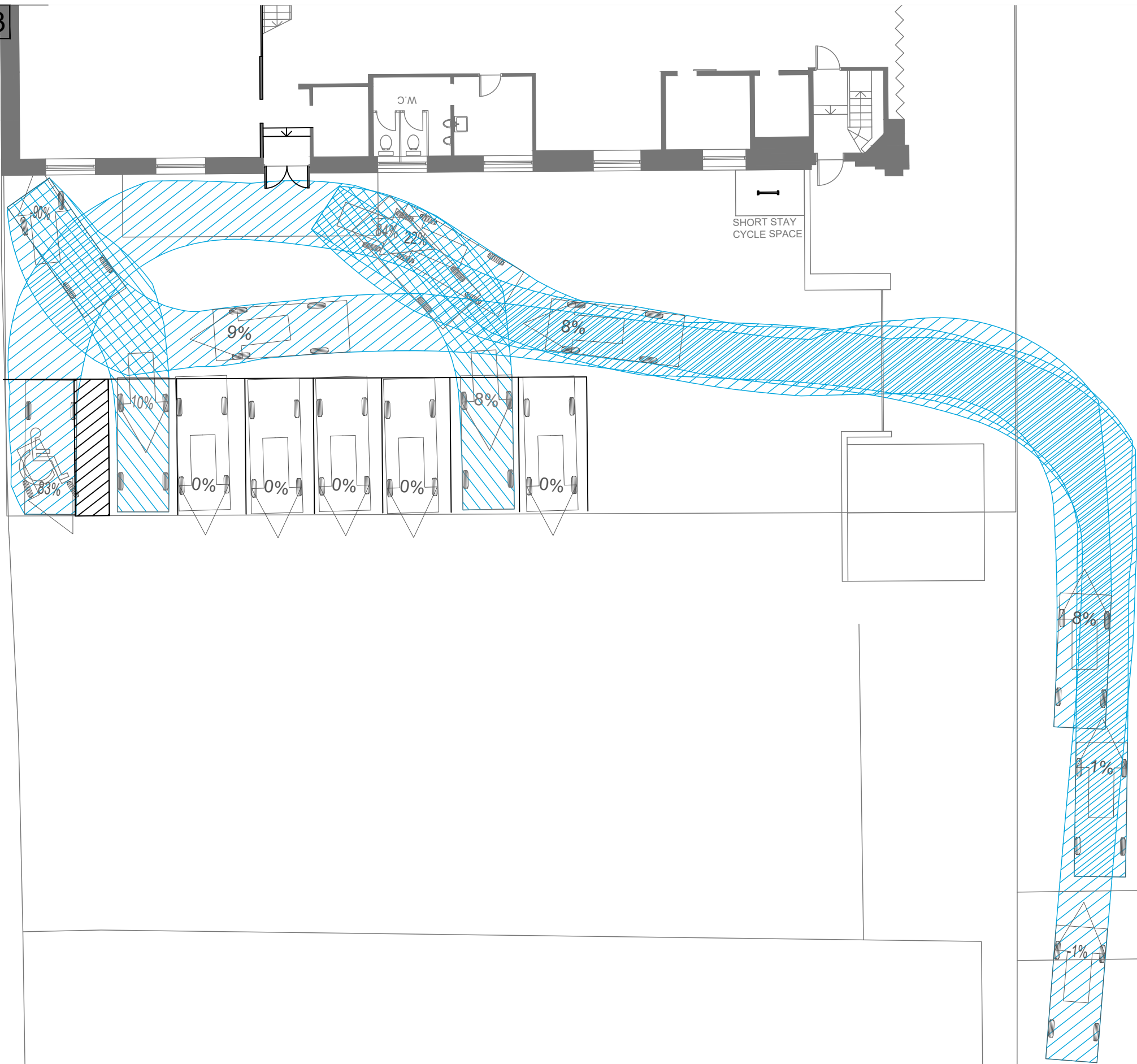
KEY PLAN SCALE 1:2500



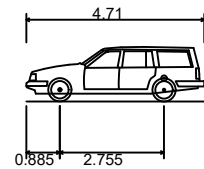
FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m
Steering Restriction	90%
Clearance Offset	0.500m

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A3

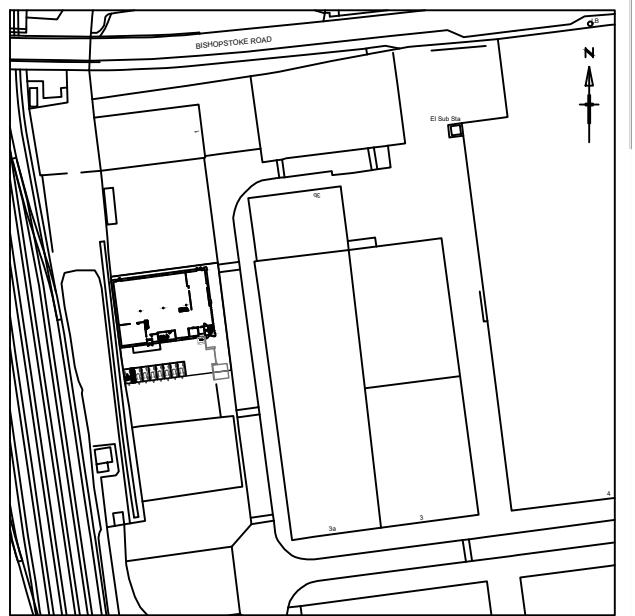
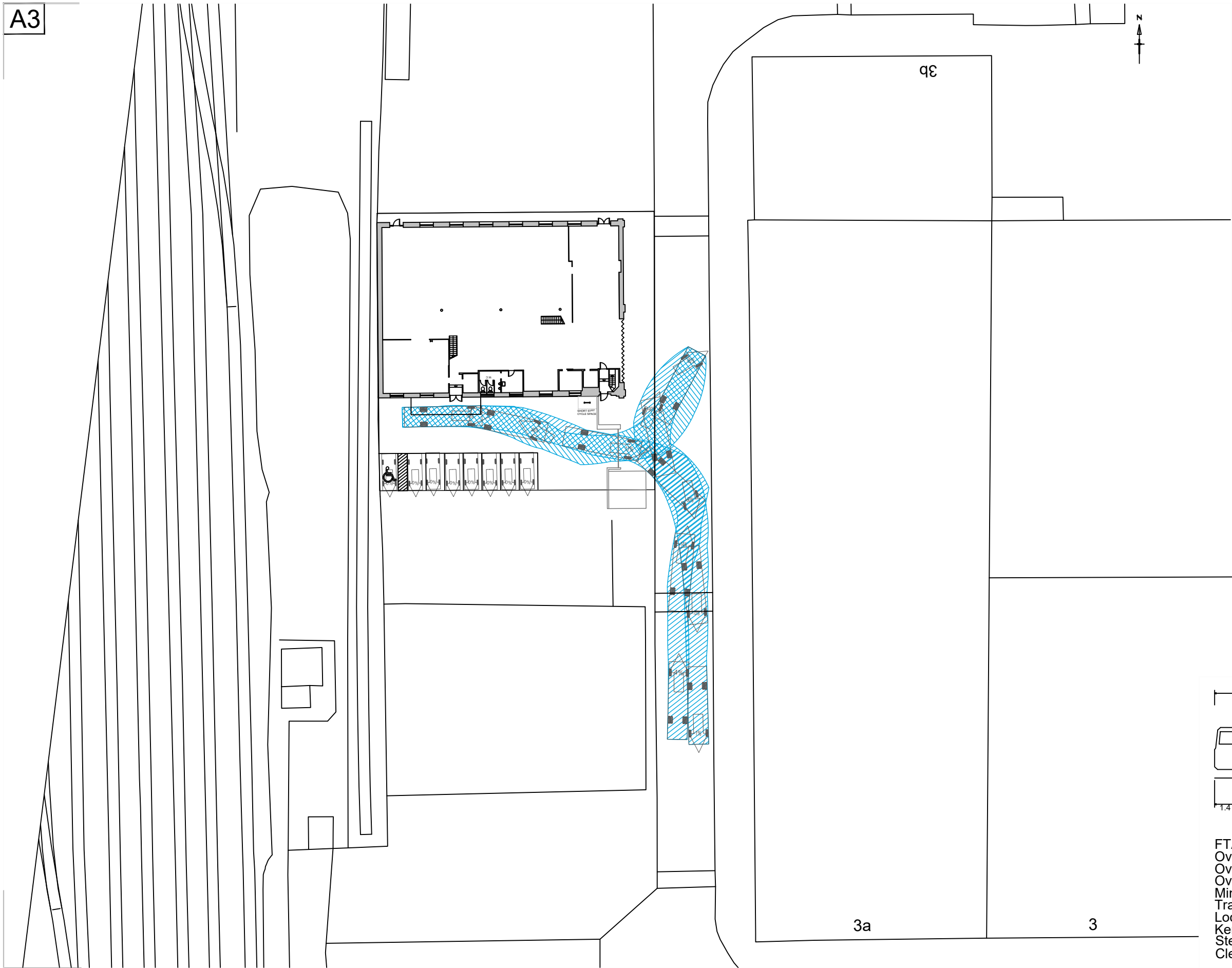


KEY PLAN SCALE 1:2500

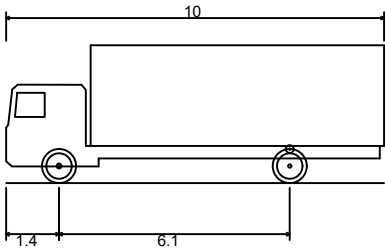


Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m
Steering Restriction	90%
Clearance Offset	0.500m

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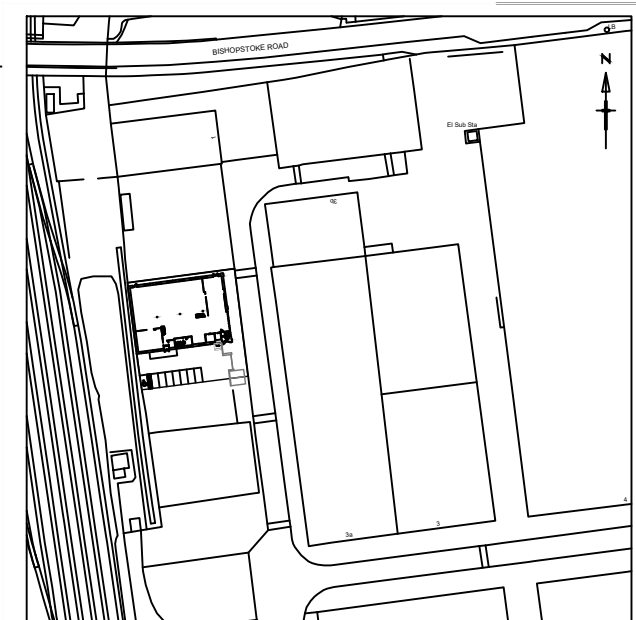
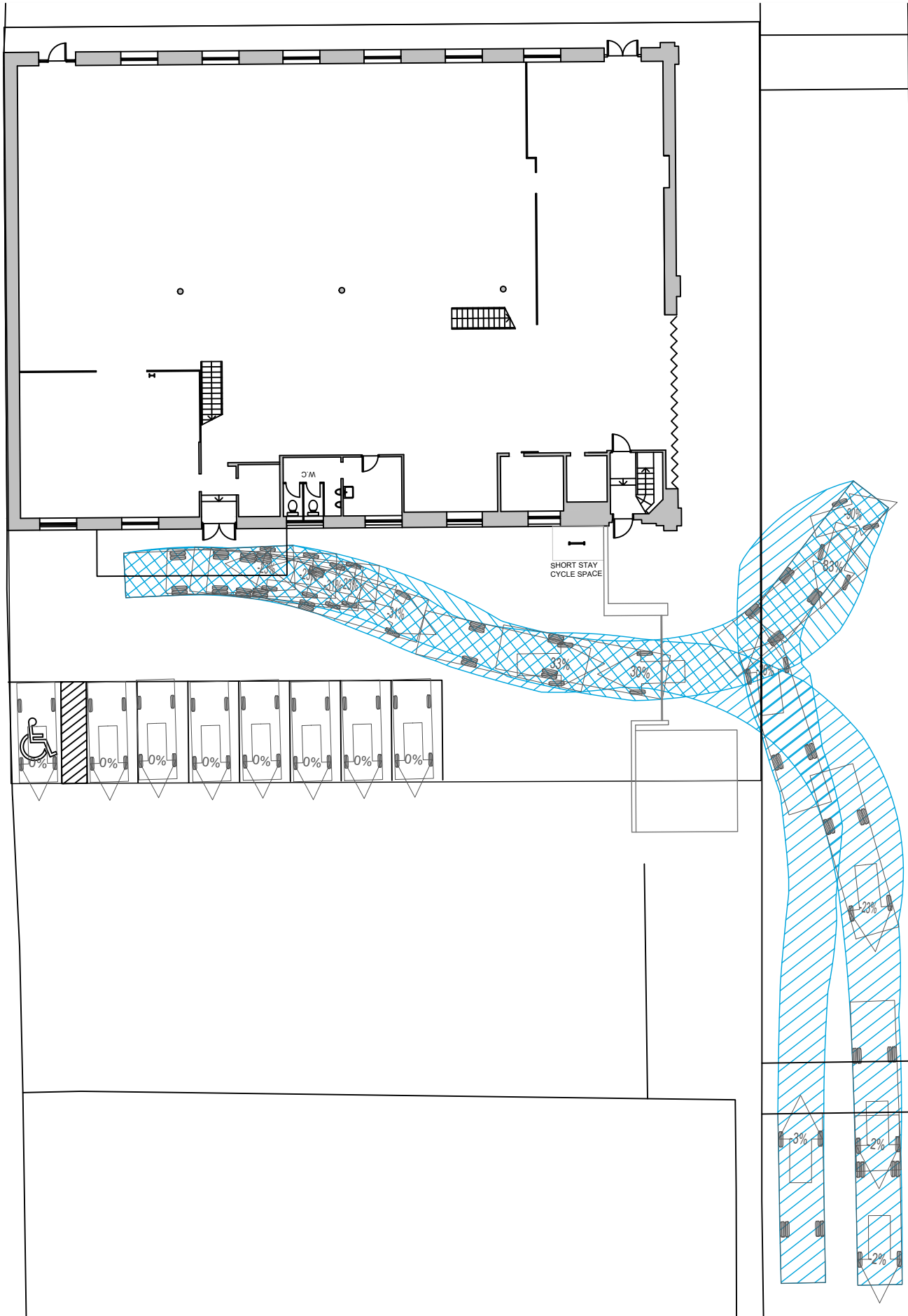


KEY PLAN SCALE 1:2500

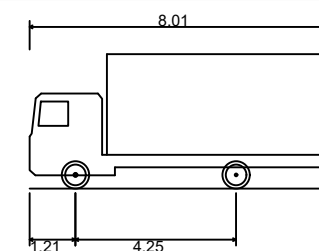


FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m
Steering Restriction	90%
Clearance Offset	0.500m

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KEY PLAN SCALE 1:2500



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m
Steering Restriction	90%
Clearance Offset	0.500m

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connect
CONSULTANTS

78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG
Tel: 01454 320 220 Web: www.connect-consultants.com
Fax: 01454 320 099 Email: bristol@connect-consultants.com



client
JLL DEVELOPMENTS

project
EASTLEIGH
BARTON PARK, UNIT 2

title
SWEEP PATH ANALYSIS
7.5t BOX VAN

date SEPTEMBER 2026	drawn by D.P	checked by R.L
scale 1:250	status PLANNING	
drawing number TR002	rev.	

APPENDIX 3 – TRICS DATA

Audit Code: 3486f8be-f68f-4323-815a-0abbf4597eca

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	EG	EALING
		5 days
03	SOUTH WEST	
	TB	TORBAY
		1 day
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
		1 day
08	NORTH WEST	
	LC	LANCASHIRE
		1 day
11	SCOTLAND	
	ML	MIDLOTHIAN
		1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL
		1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 3486f8be-f68f-4323-815a-0abbf4597eca

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	190 to 1420 (units:sqm)
Range Selected by User:	175 to 1500 (units:sqm)
Parking Spaces Range:	0 - 1192

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/07/90 to 10/03/26

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Tuesday	4 days
Wednesday	3 days
Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	10
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Suburban Area	7 days
Edge of Town	3 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Industrial Zone	8 days
No Sub Category	1 days
Residential Zone	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	2 days
Servicing vehicles Unknown	8 days

Audit Code: 3486f8be-f68f-4323-815a-0abbf4597eca

Secondary Filtering Selection:

Use Class:

B8	9 surveys
N/A	1 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

77 - 3711

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	2 surveys
10,001 to 15,000	1 surveys
25,001 to 50,000	1 surveys
Not Known	5 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 surveys
75,001 to 100,000	1 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
Not Known	5 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	5 surveys
Not Known	5 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 3486f8be-f68f-4323-815a-0abbf4597eca

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys
No	9 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 surveys
-----------------	------------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 3486f8be-f68f-4323-815a-0abbf4597eca

1	DN-02-F-01	WAREHOUSING & DISTRIBUTION	DONEGAL
DRUMLONAGHER DONEGAL Edge of Town No Sub Category Gross floor area: 900.00 sqm Survey date: Tuesday 10/03/2026			
			Survey Type: Unknown
2	EG-02-F-06	GARDEN FURNITURE. DIST.	EALING
CHANDOS ROAD NORTH ACTON PILOT INDUSTRIAL ESTATE Suburban Area Industrial Zone Gross floor area: 1000.00 sqm Survey date: Wednesday 30/10/1991			
			Survey Type: Unknown
3	EG-02-F-07	CABLE DISTRIBUTION	EALING
STANDARD ROAD NORTH ACTON BUSH INDUSTRIAL ESTATE Suburban Area Industrial Zone Gross floor area: 1393.00 sqm Survey date: Thursday 03/10/1991			
			Survey Type: Unknown
4	EG-02-F-09	CABLE DISTRIB.	EALING
FAIRWAY DRIVE GREENFORD KELVIN INDUSTRIAL EST. Suburban Area Industrial Zone Gross floor area: 1420.00 sqm Survey date: Tuesday 05/11/1991			
			Survey Type: Unknown
5	EG-02-F-14	WAREHOUSING	EALING
DERBY ROAD GREENFORD THE METROPOLITAN CEN. Suburban Area Industrial Zone Gross floor area: 950.00 sqm Survey date: Tuesday 12/11/1991			
			Survey Type: Unknown
6	EG-02-F-15	WAREHOUSING	EALING
DERBY ROAD GREENFORD THE METROPOLITAN CEN. Suburban Area Industrial Zone Gross floor area: 1045.00 sqm Survey date: Tuesday 12/11/1991			
			Survey Type: Unknown
7	LC-02-F-02	WAREHOUSING	LANCASHIRE
CHORLEY ROAD PRESTON WALTON-LE-DALE Suburban Area Residential Zone Gross floor area: 1200.00 sqm Survey date: Friday 22/06/2007			
			Survey Type: Unknown

Audit Code: 3486f8be-f68f-4323-815a-0abbf4597eca

8	ML-02-F-01	WINDOWS	MIDLOTHIAN
UNIT 53 DALKEITH MAYFIELD IND. ESTATE Edge of Town Industrial Zone Gross floor area: 750.00 sqm Survey date: Wednesday 04/05/2011			
			Survey Type: Unknown
9	TB-02-F-01	OPTICS WAREHOUSE	TORBAY
ALDERS WAY PAIGNTON Edge of Town Industrial Zone Gross floor area: 190.00 sqm Survey date: Friday 29/03/2019			
			Survey Type: Unknown
10	WK-02-F-01	WAREHOUSING & DISTRIBUTION	WARWICKSHIRE
POSEIDON WAY WARWICK HEATHCOTE Suburban Area Industrial Zone Gross floor area: 331.00 sqm Survey date: Wednesday 25/09/2024			
			Survey Type: Unknown

Audit Code: 3486f8be-f68f-4323-815a-0abbf4597eca

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	545	0.000	0.000	0.000
06:00-07:00	2	545	0.000	0.000	0.000
07:00-08:00	10	918	0.272	0.087	0.359
08:00-09:00	10	918	0.817	0.251	1.068
09:00-10:00	10	918	0.512	0.294	0.806
10:00-11:00	10	918	0.697	0.632	1.329
11:00-12:00	10	918	0.501	0.523	1.024
12:00-13:00	10	918	0.632	0.719	1.351
13:00-14:00	10	918	0.665	0.577	1.242
14:00-15:00	10	918	0.512	0.479	0.991
15:00-16:00	10	918	0.501	0.501	1.002
16:00-17:00	10	918	0.381	0.665	1.046
17:00-18:00	10	918	0.098	0.545	0.643
18:00-19:00	8	796	0.000	0.157	0.157
19:00-20:00	2	545	0.000	0.000	0.000
20:00-21:00	2	545	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.588	5.430	11.018

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 3486f8be-f68f-4323-815a-0abbf4597eca

Parameter Summary:

Trip rate parameter range selected:	175 - 1500 (units: sqm)
Survey date date range:	03/10/1991 - 10/03/2026
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: c2402c8a-fe8e-496a-8895-0e42d3f4daec

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 day
	RE	READING	1 day
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	BP	BLACKPOOL	1 day
	LC	LANCASHIRE	2 days
09	NORTH		
	CU	CUMBERLAND	1 day
	TV	TEES VALLEY	1 day
10	WALES		
	VG	VALE OF GLAMORGAN	1 day
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 day
	FI	FIFE	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day
	MA	MAYO	1 day
13	MUNSTER		
	CR	CORK	1 day
	KE	KERRY	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: c2402c8a-fe8e-496a-8895-0e42d3f4daec

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	260 to 1500 (units:sqm)
Range Selected by User:	175 to 1500 (units:sqm)
Parking Spaces Range:	0 - 1378

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	13/09/88 to 03/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	3 days
Thursday	12 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	22
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Suburban Area	6 days
Edge of Town	16 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	2 days
Industrial Zone	20 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	19 days

Audit Code: c2402c8a-fe8e-496a-8895-0e42d3f4daec

Secondary Filtering Selection:

Use Class:

Not Known

22 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 3584

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	4 surveys
5,001 to 10,000	7 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	3 surveys
50,001 to 100,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less	1 surveys
5,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	5 surveys
100,001 to 125,000	4 surveys
125,001 to 250,000	8 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	10 surveys
1.1 to 1.5	11 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: c2402c8a-fe8e-496a-8895-0e42d3f4daec

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	22 surveys
----	------------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	22 surveys
-----------------	------------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: c2402c8a-fe8e-496a-8895-0e42d3f4daec

1 POSTLEY ROAD BEDFORD KEMPSTON Edge of Town Industrial Zone Gross floor area: 1045.00 sqm Survey date: Thursday 15/10/2020	BO-02-C-01	PUMPS, MOTORS & FANS	BEDFORD	Survey Type: Manual
2 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Gross floor area: 1010.00 sqm Survey date: Thursday 20/06/2019	BP-02-C-01	POWDER COATINGS	BLACKPOOL	Survey Type: Manual
3 CORK WALLINGSTOWN IND. EST. Suburban Area Industrial Zone Gross floor area: 1175.00 sqm Survey date: Thursday 13/12/2012	CR-02-C-01	FABRICATIONS	CORK	Survey Type: Manual
4 RATHFINN CLOSE SLIGO FINISKLIN BUSINESS PARK Edge of Town Commercial Zone Gross floor area: 1112.00 sqm Survey date: Tuesday 28/04/2015	CS-02-C-01	AV SPECIALISTS	SLIGO	Survey Type: Manual
5 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Gross floor area: 715.00 sqm Survey date: Friday 15/10/2021	CU-02-C-01	STEEL FABRICATION	CUMBERLAND	Survey Type: Manual
6 STONEGRAVELS LANE CHESTERFIELD Suburban Area Industrial Zone Gross floor area: 530.00 sqm Survey date: Wednesday 04/10/2023	DS-02-C-02	GLASS SPECIALISTS	DERBYSHIRE	Survey Type: Manual
7 DRYDEN ROAD EDINBURGH LOANHEAD Edge of Town Industrial Zone Gross floor area: 1200.00 sqm Survey date: Monday 16/06/2008	EB-02-C-01	BREWERY	CITY OF EDINBURGH	Survey Type: Manual

Audit Code: c2402c8a-fe8e-496a-8895-0e42d3f4daec

8 DICKSON STREET DUNFERMLINE Edge of Town Industrial Zone Gross floor area: 1240.00 sqm Survey date: Thursday 20/04/2023	FI-02-C-02	GLASS SPECIALISTS	FIFE	Survey Type: Manual
9 WOODLANDS ROAD KILLARNEY Edge of Town Industrial Zone Gross floor area: 600.00 sqm Survey date: Thursday 17/10/2019	KE-02-C-01	PRINT & GRAPHIC DESIGN	KERRY	Survey Type: Manual
10 FURNESS DRIVE POULTON-LE-FYLDE Edge of Town Industrial Zone Gross floor area: 775.00 sqm Survey date: Wednesday 30/06/2021	LC-02-C-05	NUTRITION MANUFACTURE	LANCASHIRE	Survey Type: Manual
11 TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Gross floor area: 700.00 sqm Survey date: Thursday 21/04/2022	LC-02-C-06	STEEL FABRICATION	LANCASHIRE	Survey Type: Manual
12 KILMAINE ROAD BALLINROBE Edge of Town Industrial Zone Gross floor area: 1130.00 sqm Survey date: Friday 09/10/2020	MA-02-C-01	MECHANICAL ENGINEERING	MAYO	Survey Type: Manual
13 ELVIN WAY NORWICH HELLESDON Edge of Town Industrial Zone Gross floor area: 260.00 sqm Survey date: Thursday 07/11/2019	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK	Survey Type: Manual
14 FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area Industrial Zone Gross floor area: 690.00 sqm Survey date: Thursday 14/11/2019	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK	Survey Type: Manual

Audit Code: c2402c8a-fe8e-496a-8895-0e42d3f4daec

15 TREVITHICK ROAD CORBY Suburban Area Industrial Zone Gross floor area: 702.00 sqm Survey date: Thursday 22/10/2020	NN-02-C-01	RENEWABLE ENGINEERING	NORTH NORTHAMPTONSHIRE	Survey Type: Manual
16 WETHERBY ROAD KNARESBOROUGH Edge of Town Industrial Zone Gross floor area: 1500.00 sqm Survey date: Thursday 29/06/2023	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE	Survey Type: Manual
17 COMMERCIAL ROAD READING Edge of Town Industrial Zone Gross floor area: 645.00 sqm Survey date: Thursday 22/11/2012	RE-02-C-01	SHEET METAL FABRICATION	READING	Survey Type: Manual
18 ANSON ROAD IPSWICH MARTLESHAM HEATH Edge of Town Industrial Zone Gross floor area: 1100.00 sqm Survey date: Friday 12/07/2013	SF-02-C-01	JOINERY	SUFFOLK	Survey Type: Manual
19 PARKVIEW ROAD WEST HARTLEPOOL Suburban Area Industrial Zone Gross floor area: 1050.00 sqm Survey date: Friday 04/09/2020	TV-02-C-02	FLUID ENGINEERING	TEES VALLEY	Survey Type: Manual
20 VERLON CLOSE BARRY Edge of Town Industrial Zone Gross floor area: 1500.00 sqm Survey date: Thursday 06/05/2021	VG-02-C-01	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN	Survey Type: Manual
21 SYDNEY ROAD BIRMINGHAM SMALL HEATH Suburban Area Commercial Zone Gross floor area: 300.00 sqm Survey date: Wednesday 17/06/2009	WM-02-C-02	ARDONPRINT	WEST MIDLANDS	Survey Type: Manual

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22	WO-02-C-01	INDUSTRIAL UNIT	WORCESTERSHIRE
FREDERICK ROAD			
KIDDERMINSTER			
Edge of Town			
Industrial Zone			
Gross floor area: 1200.00 sqm			
Survey date: Tuesday 03/06/2025			Survey Type: Manual

Audit Code: c2402c8a-fe8e-496a-8895-0e42d3f4daec

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	6	1046	0.016	0.000	0.016
06:00-07:00	7	1074	0.253	0.053	0.306
07:00-08:00	22	917	0.481	0.050	0.531
08:00-09:00	22	917	0.605	0.183	0.788
09:00-10:00	22	917	0.302	0.213	0.515
10:00-11:00	22	917	0.253	0.263	0.516
11:00-12:00	22	917	0.188	0.213	0.401
12:00-13:00	22	917	0.282	0.352	0.634
13:00-14:00	22	917	0.332	0.322	0.654
14:00-15:00	22	917	0.282	0.228	0.510
15:00-16:00	22	917	0.228	0.327	0.555
16:00-17:00	22	917	0.119	0.555	0.674
17:00-18:00	22	917	0.030	0.441	0.471
18:00-19:00	20	920	0.027	0.087	0.114
19:00-20:00	6	1046	0.016	0.064	0.080
20:00-21:00	6	1046	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.414	3.351	6.765

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	175 - 1500 (units: sqm)
Survey date date range:	16/06/2008 - 03/06/2025
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

