

Workdry Ltd

New Headquarters Office Building

Bournemouth Road, Chandlers Ford

Transport Statement

Date: July 2025
Project No. 304846
Revision: 1

Prepared by:
Julian Hudson MA(Oxon) MSc MSc MCIHT

Reviewed by:
Richard Hemming BEng MEng CEng MICE

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

Issue and Amendment Record:

Revision	Comment/Amendment	Prepared	Reviewed	Approved	Date
0	First Draft	JH	JH	JH	22.07.25
1	Second Draft	JH	JH	JH	23.07.25

Contents

1.0	Introduction	4
2.0	Site Audit	5
3.0	Policy Review	10
4.0	Trip Generation and Impact	15
5.0	Design and Mitigation	18
6.0	Conclusions	20
7.0	Appendices	21

1.0 Introduction

- 1.1** This Transport Statement has been written by Scott White and Hookins at the request of Portakabin Limited, and on behalf of their client, Workdry Limited, for development at the following site:

Selwood Ltd
32-36 Bournemouth Road
Chandlers Ford
Hampshire
SO53 3ZL

A site location plan is provided at Appendix A of this report.

- 1.2** The proposed development consists of the demolition of an existing two-storey office building on the corner of Bournemouth Road and School Lane, and its replacement with a new three-storey Headquarters office building comprising a large open-plan collaborative space and eleven meeting rooms plus a training facility on the ground floor, and office accommodation on the first and second floors, together with associated supporting infrastructure and hard and soft landscaping.
- 1.3** Currently, the building to be demolished is vacant, and some of the staff who will be going into the new building are accommodated within a temporary modular building on the site. Following development, the temporary building will be removed from the site.
- 1.4** The proposed development will make use of the existing vehicular access on School Lane in order to enter the ramped vehicle access to the proposed new building, and will reopen an existing vehicular access on the Bournemouth Road frontage, in order to allow vehicles which have entered this area to exit the site, turning left only onto Bournemouth Road.
- 1.5** Scott White and Hookins shall not be liable for the use of this report by any person for any purpose other than that for which the same was produced by Scott White and Hookins.

2.0 Site Audit

2.1 Walking and Cycling

- 2.1.1 Chandlers Ford is a relatively very walkable town, as demonstrated in the isochrone map below. The majority of the settlement lies within half an hour's walk of the proposed development site, as are parts of Eastleigh.

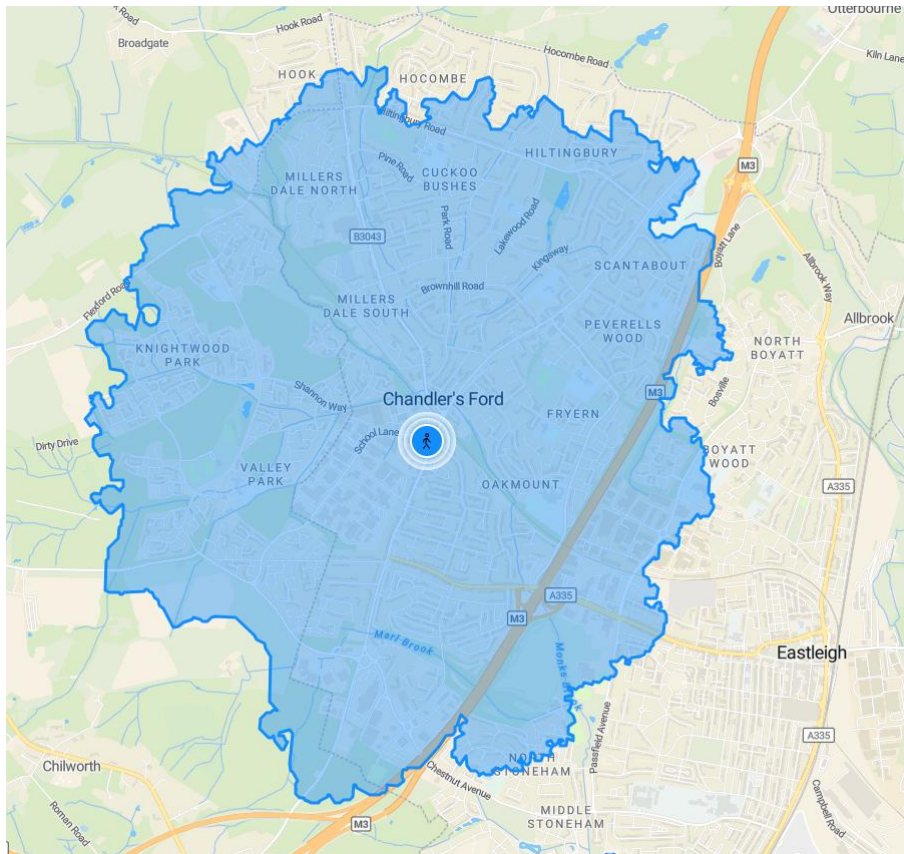


Fig. 1: Walking Isochrone Map (30 minutes)

- 2.1.2 In the immediate vicinity of the site, School Lane and Bournemouth Road both have kerbed pedestrian footways to either side, and the signal-controlled junction between the two roads has dropped kerbs and tactile paving for the benefit of wheelchair users and blind and partially-sighted pedestrians, as well as central refuges on the School Lane and Bournemouth Road (south) arms of the junction.
- 2.1.3 In terms of cycling access, there is a local cycling route between Chandlers Ford Station (160m north of the site) and National Cycle Network (NCN) Route 24 which is separated from traffic, as shown in the map below.

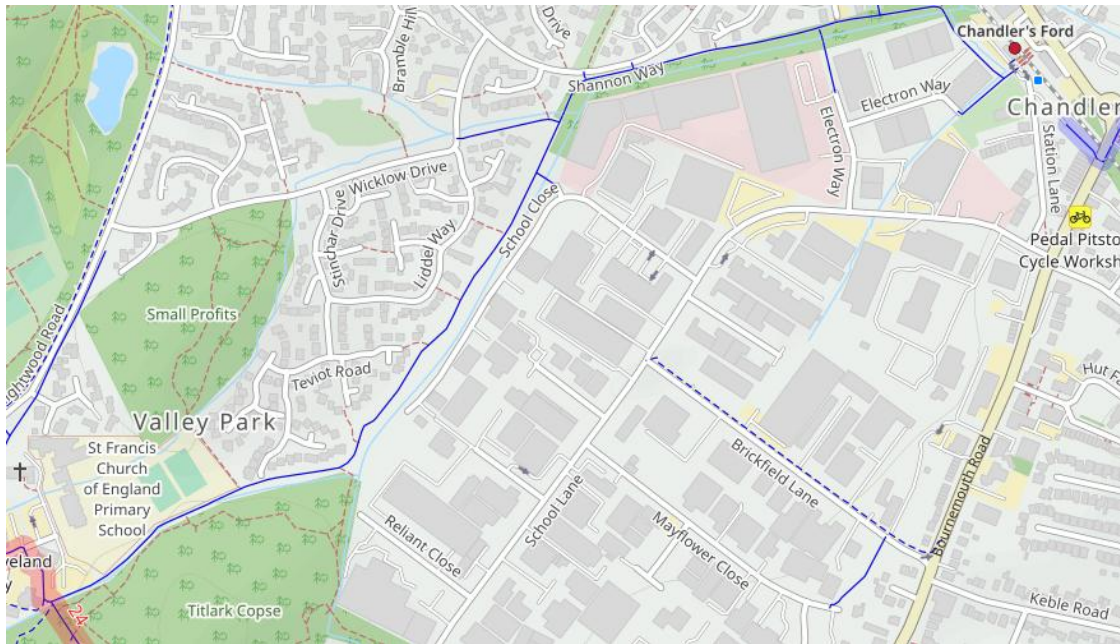


Fig. 2: Local Cycle Route linking Rail Station with NCN24.

- 2.1.4 NCN24 is a long-distance cycling route which links Eastleigh and Romsey via Chandlers Ford; it continues west from Romsey to Salisbury, Warminster and Bath.
- 2.1.5 The cycling isochrone map below shows that locations within 30 minutes' cycle of the site include the northern areas of Southampton, Romsey to the west, Fair Oak to the east, and Shawford to the north.

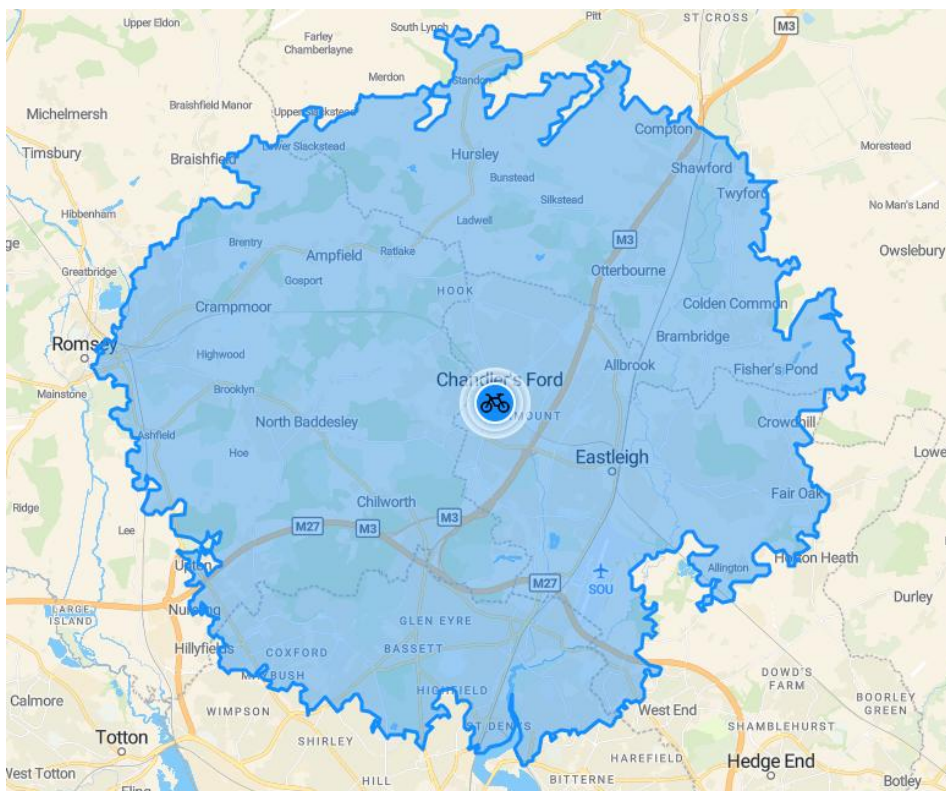


Fig. 3: Cycling Isochrone Map (30 minutes)

2.2 Public Transport

2.2.1 As mentioned above, Chandlers Ford Railway Station lies within a 3 minute walk of the site, which means that the rail network is likely to be a viable option for some staff working at the site. The following services are available from the Station:

- 1 train per hour towards Salisbury via Romsey
- 1 train per hour towards Eastleigh and Southampton

2.2.2 There are two bus services available in close proximity to the site, as follows:

No.	Route	Frequency
1	Southampton > Bassett > Chandlers Ford > Otterbourne > Compton > Winchester	4 buses per hour each way, Monday-Saturday; 2/hr Sundays
44	Eastleigh > Velmore > Chandlers Ford Rail Station > Millers Dale > Hiltingbury > Fryern Hill > Velmore > Eastleigh	4 buses per day, Monday - Friday

2.2.3 The Accessibility Index for the site has been calculated and is provided at Appendix B. An isochrone map is again provided for public transport below – this time showing locations within an hour's travel of the site.

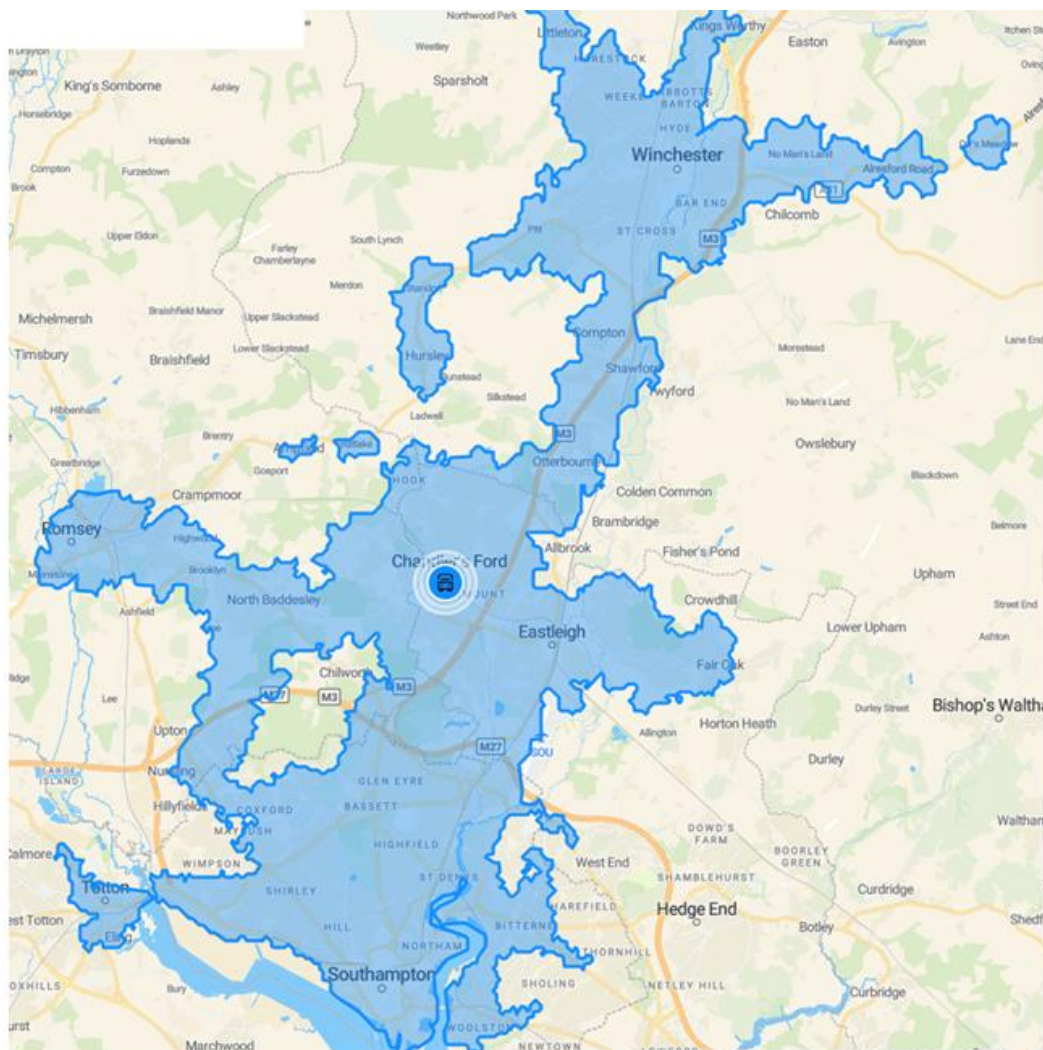


Fig. 4: Public Transport Isochrone Map (1 hour)

2.3 Local Highway Network

2.3.1 The site has boundaries on School Lane, which is a local distributor road serving the Industrial Estate, and on Bournemouth Road, which is classified as the B3043 and which forms part of the main traffic route through Chandlers Ford, between Junction 12 of the M3 motorway and the A27 at the northern edge of Southampton.

2.3.2 Traffic count data is available from the Department for Transport's Road Traffic Statistics site, which collates data for most major roads in England and Wales, as well as counts on some more minor routes. These counts are expressed as Annual Average Daily Traffic Flows (AADTF).

2.3.3 The following count points are those closest to the proposed development site:

Location, Date	AADTF	HGVs	HGV %
Templars Way, 2024	16,090	230	1.43%
Leigh Road, 2024	15,566	446	2.87%
M3 Motorway, South of J13, 2024	137,775	10,049	7.29%
M3 Motorway, North of J13, 2024	124,033	9,229	7.44%
Winchester Road, 2024	11,082	94	0.85%

2.3.4 Within the site, there are currently parking spaces for around 140 vehicles, half of which are in locations within the proposed development site. Vehicle access is from School Lane only, although there is an existing vehicular access onto Bournemouth Road which is currently unused.

2.4 Road Safety Review

2.4.1 In order to assess the road safety of the local area, a search area has been set with a 400m radius around the proposed development site, as shown in the map at Appendix C.

2.4.2 Personal injury collision data has been sought for the search area over the last 5 years of available data, which in this case includes the period from January 2019 to December 2023

2.4.3 A total of eleven incidents were found, including two causing serious injuries and nine causing slight injuries. These are discussed in greater detail below.

2.4.4 In January 2022, a pedestrian was seriously injured when struck by a car driver while crossing Bournemouth Road, south of the roundabout junction between Bournemouth Road and Hursley Road. The pedestrian was crossing the road to the north of the railway bridge; to the south of the railway bridge is a signal-controlled pedestrian crossing. It is considered likely that the pedestrian may have been rushing and/or on a different desire line, leading them to cross in an unsafe location.

2.4.5 Four of the incidents resulted in slight injury to cyclists; these occurred in the following locations and dates:

- January 2019, Winchester Road SW of junction with Bodycoats Road
- July 2022, Meon Crescent
- November 2022, Bournemouth Road north of junction with Brickfield Lane
- May 2023, Hursley Road, south of junction with Park Road

Other than the first of these incidents where no other vehicle was involved, in all the other incidents the cyclists collided with a car driver. On the classified roads (Winchester Road, Bournemouth Road and Hursley Road) there are no demarcated cycle routes; however it is not believed that these would have necessarily prevented incidents from occurring.

2.4.6 Two incidents resulted in injury to motorcyclists, as follows:

- In March 2019, a motorcyclist sustained slight injuries in a collision with a car driver at the junction between Bournemouth Road and School Lane.
- In September 2022, a motorcyclist sustained serious injuries in a collision with a car driver on School Lane, at the junction with Electron Way. It is likely that one vehicle was emerging from the minor road and failed to give way to the other.

2.4.7 Overall, the local area appears to have a reasonably safe record, and there is no evidence of particular highway safety issues which would require engineering intervention. There does not appear to be any reason to refuse the application on highway safety grounds.

2.5 Accessible Amenities

2.5.1 As part of the requirements for accreditation under BREEAM Tra01, an assessment of the accessible amenities within 500m of the site has been carried out. The results are shown in the table below.

Amenity Type	Nearest Example
Appropriate food outlet	The Munch Box Sandwich Shop, 110m
Access to cash	None within 500m
Access to an outdoor space	To be provided adjacent to new building, 0m
Access to a recreation/sports facility	Pilates Studio within GoPhysio, 120m
Postal Facility	None within 500m
Community Facility	Chandlers Ford Central Club, 320m
Pharmacy	None within 500m
Childcare or School	Kumon Tutor Maths & English, 480m

3.0 Policy Review

3.1 National Planning Policy Framework (NPPF) 2024

- 3.1.1 The National Planning Policy Framework (NPPF) was updated in December 2024. The overarching aim of the Framework is to proactively deliver sustainable development to support the new Government's housing, commercial and infrastructure objectives.
- 3.1.2 The December 2024 revisions to the NPPF provide a greater emphasis on vision and mitigation, but do not greatly affect the Transport considerations. The NPPF continues to require that in the case of specific applications for development, it should be ensured that:
- a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - b) Safe and suitable access to the site can be achieved for all users;
 - c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - d) Any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 3.1.3 This section of the NPPF concludes by stating that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network following mitigation would be severe, taking into account all reasonable future scenarios.'
- 3.1.4 The NPPF also states that development should:
- a) Give priority first to pedestrian and cycle movements, both within the scheme and within neighbouring areas; and second – so far as possible - to facilitating access to high quality public transport, with layouts which maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c) Create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards;
 - d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.1.5 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

3.1.6 It is also of great relevance that Footnote 48 on Page 33 of the revised NPPF clearly and succinctly states:

“Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007.”

3.2 Eastleigh Borough Council Local Plan 2016-2036

3.2.1 The Local Plan for Eastleigh Borough was adopted in April 2022. Chapter 4 of the Plan sets out the “Strategic Policies” including Transport, while Chapter 5 sets out “Development Management Policies” again including Transport.. The relevant policies are reproduced here:

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 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
 - iii. 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;

Strategic Policy S12: Strategic footpath, cycleway and bridleway links

1. The Borough Council in partnership with the highway authority will seek to create new, and improve existing, footpath, cycle and bridleway links throughout the Borough, connecting key destinations including the country parks, increasing access along the coast and to the South Downs National Park and improving connections between the parishes and Eastleigh Town Centre. The Council will seek the provision of the following new and strategic footpath/cycleway/bridleway routes as shown on the key diagram and the policies map:
 - a. Forest Park to Otterbourne via Chandler's Ford;
 - b. Chandler's Ford to Chilworth;
 - c. Lakeside Country Park to Forest Park;
 - d. Eastleigh to Botley via Bishopstoke, Horton Heath and Hedge End;
 - e. Eastleigh to Hedge End parallel to the railway line;
 - f. Eastleigh to Southampton via Stoneham Lane;
 - g. Itchen Navigation to Stoke Park Woods;
 - h. Eastleigh/Bishopstoke to Itchen Valley Country Park and Mansbridge via the Itchen valley;
 - i. Bishopstoke to Fair Oak via Stoke Park Woods and on to the South Downs National Park;
 - j. Itchen Valley Country Park to Manor Farm Country Park;
 - k. Manor Farm Country Park to Forest of Bere via Botley and on to the South Downs National Park including the Botley to Bishop's Waltham Rail Trail;
 - l. Boorley Green to Hedge End railway station;
 - m. Botley to Fair Oak and on to the South Downs National Park;

- n. Botley to Hamble via Manor Farm Country Park;
 - o. Botley to Southampton; p. Southampton to Hamble via the Royal Victoria Country Park and Netley.
2. All of these routes will avoid conflict with established nature conservation interests and where possible be coupled with green links for biodiversity. Working in partnership with the highway authority to agree and create highway including footpaths, cycle routes and bridleways will ensure that all new highway accords with appropriate design and construction standards to enable its adoption by the highway authority and so secure its long-term maintenance.
 3. New development should integrate with existing routes and public rights of way and wherever possible maintain, protect and enhance their function. Development that would sever, obstruct or otherwise have a detrimental impact on the existing or proposed network of green routes as shown on the policies map will not be permitted.

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 Plans) 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.

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).

4.0 Trip Generation and Impact

4.1 Existing Building

- 4.1.1 The client has confirmed that the redundant office building had an occupancy of 60 persons (30 per floor), all of whom are currently accommodated within the three-storey temporary building.
- 4.1.2 The temporary building provides two open plan floor areas for staff, plus seven meeting rooms and two directors' offices. An estimate based on floor areas suggests maximum capacity for up to 106 people to be working in the building at any time, if all the meeting rooms were full to capacity and if all staff are working in the offices.

4.2 Proposed Building

- 4.2.1 The applicant has provided an estimate of growth over the period from 2025 to 2029, which suggests that by the end of that period, and including desks for flexible working on their days in the office, a total of 200 desks will be required in the HQ building by the end of that time period. As such, we are working to an estimate of up to 200 staff being on-site following development.

	2025	2026	2027	2028	2029	Flexible Desks	Final Total
Department	Growth	6%	6%	6%	6%	20% of fixed	
IT	30	32	34	36	38	8	46
Finance / PRS Finance	36	38	40	43	45	9	54
HR	26	28	29	31	33	7	40
QHSE	4	4	4	5	5	1	6
Leadership	10	11	11	12	13		13
Marketing	10	11	11	12	13	3	16
Transport	5	5	6	6	6	1	7
Facilities	5	5	6	6	6	1	7
Property	3	3	3	4	4	1	5
Procurement	3	3	3	4	4	1	5
Legal	1	1	1	1	1	0	1
Governance	1	1	1	1	1	0	1
	134	142	151	160	169	31	200

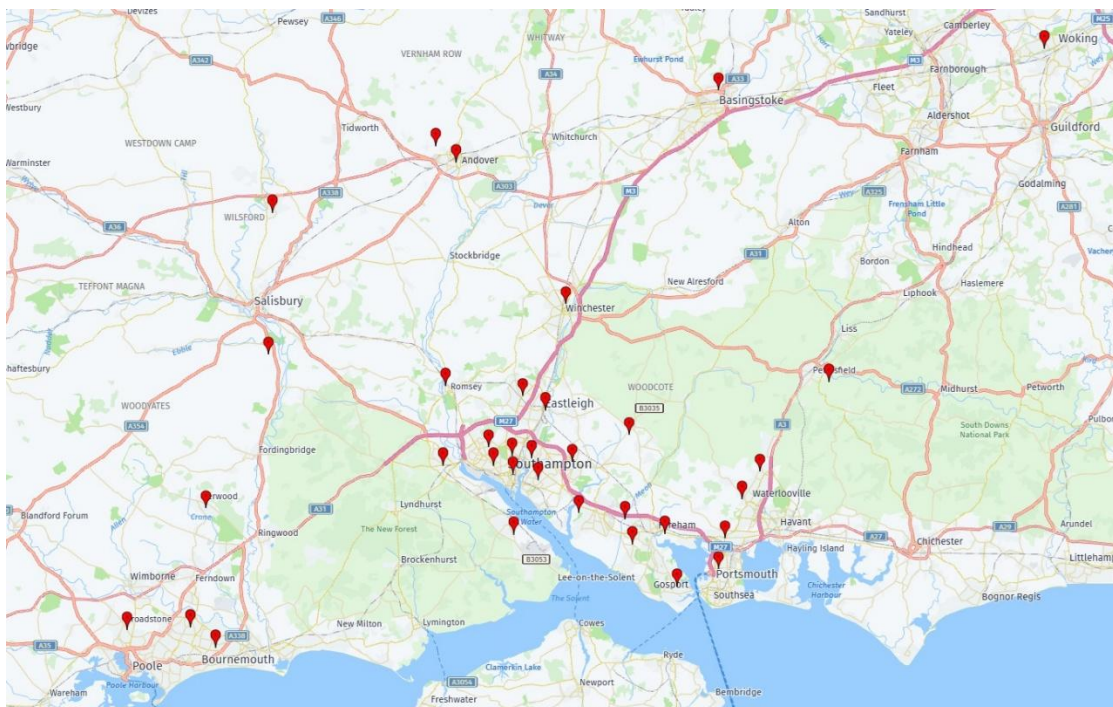
- 4.2.2 In order to understand the potential traffic generation of the new building, a survey was undertaken of the existing staff in June/July 2025. The current modal split is set out in the table below, as well as the predicted number of staff following development who will be likely to travel by each mode.

Mode	Count (Responses)	Proportion	Prediction
Bus	2	1.8%	4
Car, by myself	96	84.2%	168
Car, with friends or family	4	3.5%	7
Company Van	3	2.6%	5
Cycling	2	1.8%	4
Motorcycle	1	0.9%	2
Rail	1	0.9%	2
Walking	5	4.4%	9
Total	114	100%	200

Table 1: Existing and Predicted Staff Travel Choices (2025 Survey Data)

4.2.3 It is considered that the above prediction is a robust estimate, which can be used to set the necessary level of car parking provision, as well as examining the impact of development on the wider network.

4.2.4 The survey also asked for the first part of employees' postcodes, in order to understand the geographical spread of locations from which staff travel to reach the HQ site. The below graphic provides some indication of the responses:



4.2.5 According to the responses, 74% of staff live within southern Hampshire, including in particular Southampton, Eastleigh, Chandlers Ford and Fareham/Gosport. At least some of these staff could in theory be enabled to consider alternatives to car travel to and from the site.

4.3 Traffic Impact

4.3.1 As noted within the Table 1 above, the predicted traffic associated with the proposed new HQ Offices in 2029 will include 169 vehicle trips to the site by solo car drivers, up to 3 further vehicle trips by car-sharing staff, 5 vehicle trips by company van drivers and 2 vehicle trips by motorcyclists. This works out as 179 vehicle trips per day, or 358 vehicle movements.

4.3.2 However, it should also be borne in mind that of the staff expected to work at the HQ in 2029, only up to 66 are not currently employed at the site. Therefore, the predicted increase in vehicle trips associated with development is as set out in the following table:

Vehicle Type (Mode)	Proportion	Calculated Number
Car driver, by myself	84.2%	56
Car, with one or more passengers	3.5%	2
Company Van	2.6%	2
Motorcycle	0.9%	1
Total	91.2%	61

Table 2: Predicted Additional Trips resulting from Development (2029)

4.3.3 As the additional trips will not all occur until 2029, it is considered necessary to calculate a growth factor and apply this to the existing 2024 traffic data for the highway network in the locality. To do this, TEMPro has been used, with the area definition set to Eastleigh Borough. The traffic growth factor provided is 1.0256, and this has been applied to the traffic counts set out in Section 2.3.3 of the report to provide the following data:

Location, Date	AADTF
Templars Way, 2029	16,502
Leigh Road, 2029	15,964
M3 Motorway, South of J13, 2029	141,302
M3 Motorway, North of J13, 2029	127,208
Winchester Road, 2029	11,366

Table 3: 2029 Predicted Network Traffic (via TEMPro growth factor)

4.3.4 In this context, the predicted 122 additional daily vehicle movements associated with the proposed development would represent 1.07% of daily traffic on Winchester Road, or 0.76% of daily traffic on Leigh Road, but once it reaches the motorway, it would represent just 0.1% of daily traffic north of Junction 13, or 0.08% of daily traffic south of Junction 13. It is considered therefore that the increase in activity would be quickly lost within daily fluctuation on the wider network.

5.0 Design and Mitigation

5.1 Cycle Parking

- 5.1.1 Eastleigh Borough Council Parking Standards (2023) for office buildings require a long-stay cycle parking provision of 1 space per 8 staff, and a short-stay cycle parking provision of 1 space per 300sqm.
- 5.1.2 In the context of a 3,007sqm building proposed for up to 200 staff, this means that there should be 25 long-stay cycle spaces and 10 short-stay spaces.
- 5.1.3 However, in the context of existing and predicted staff travel choices that estimate demand for 4 long-stay cycle spaces, it is considered that in the first instance, a reduced provision should be considered reasonable, with further storage provided in due course as demand increases. As such, the drawing at Appendix D shows an initial provision of 14 cycle spaces (7 covered Sheffield-type stands) adjacent to the new HQ Building. Additionally, there are 8 existing long-stay cycle spaces to the west of the temporary building which can be retained.

5.2 Car Parking

- 5.2.1 The proposed new HQ building will provide significantly fewer car parking spaces in its immediate vicinity than the existing office building; whereas up to 70 vehicles were able to park around the old building, the proposed car parking provision to the north and the east of the building will be just 14 spaces, including 5 parallel parking bays and 9 echelon parking bays; of the latter 9, four will be disabled accessible car parking and all nine will be provided with EV charging capabilities.
- 5.2.2 It is noted that the Eastleigh Parking Standards will allow 1 car space per 35sqm for offices, plus operational parking as required. As the proposed new building will have a gross internal floor area of 3,007sqm, this means that up to 85 car parking spaces could be permitted.
- 5.2.3 The wider Masterplan drawing for the site (ref. 9005 revision B) shows that an additional area for car parking with 76 spaces will be provided to the south-west of the new HQ Building.
- 5.2.4 The above figures mean that in combination with the 14 spaces adjacent to the HQ Building, a total of 90 car spaces will be provided. As a proportion of the maximum car parking standard, the total provision will be 106%. In the longer term, reallocation of car parking to different uses at the site is being considered, but this does not form part of the current proposals.

- 5.2.5 The existing and predicted travel data set out in Section 4 of this report does indicate that the level of car parking demand will significantly exceed the provision currently set out for the HQ Building. The site as a whole is capable of accommodating the remainder of the car parking demand, but in the context of other planned Masterplan development in future, some further thought will be needed with regard to the overall Parking Management Strategy, both in the current and future scenarios.

5.3 Vehicular Access

- 5.3.1 The proposed design will have one-way access in the vicinity of the HQ building, with vehicles entering only from School Lane and exiting onto Bournemouth Road, with a left-turn only instruction at the exit. This will be enabled by opening the gates in order to use the existing vehicular crossover onto Bournemouth Road.
- 5.3.2 Tracking drawings have been produced to demonstrate that this design is feasible for larger vehicles to safely access and leave the premises in a forward gear; the drawings at Appendix E show tracking for long-wheelbase vans, fire tenders and even for a large refuse collection vehicle.

5.4 Travel Plan

- 5.4.1 In the context of the travel data received and the predicted level of parking demand associated with development, it is considered important that as part of the mitigation measures put forward for the project, a Workplace Travel Plan is produced which seeks to reduce solo-occupancy car travel to and from the site, and puts in place a management strategy for car parking which resolves existing and future car parking demand challenges.

6.0 Conclusions

- 6.1** This Transport Statement has demonstrated that the proposed new HQ Building development will not have a severe impact on the local highway network, and will not have a detrimental impact on highway safety in the locality.
- 6.2** However, it is noted from the existing travel survey data that the level of car parking demand associated with the proposal will exceed the local authority's maximum car parking standards, and as such it is suggested that a Parking Management Strategy should be produced as part of any forthcoming Travel Plan being developed for the site.

7.0 Appendices

- A. Site Location Plan**
- B. Accessibility Index Calculation**
- C. Collision Data Search Area**
- D. Proposed Site Plan (showing Car and Cycle Parking Provision)**
- E. Vehicle Tracking Drawings**

Appendix A

Site Location Plan



Appendix B

Accessibility Index Calculation

BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

Offices/Industrial

No. nodes required

2

Dedicated bus service:

No

Select

NODE 1

Public transport type	Rail									
Distance to node (m)	160									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1	1								

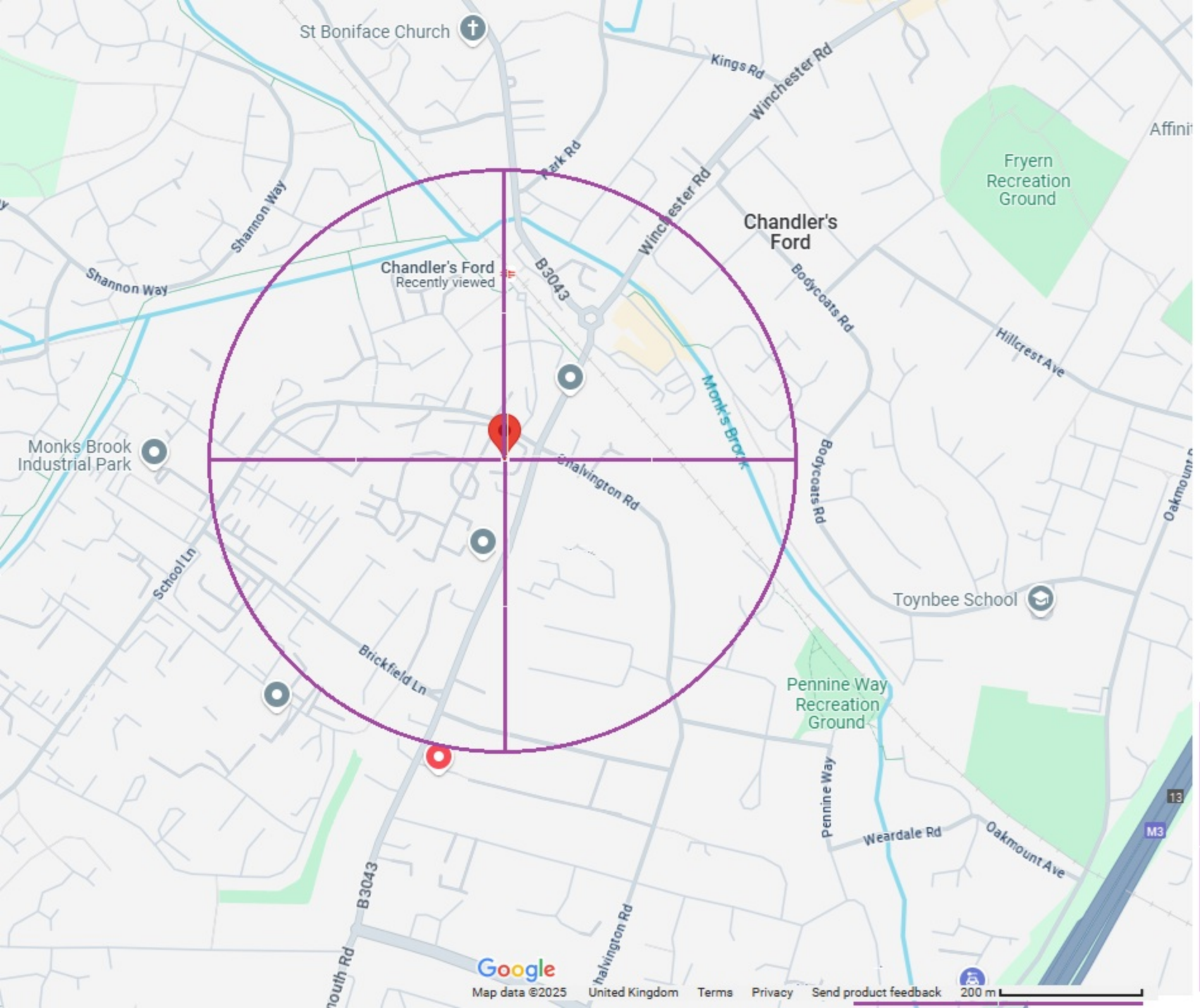
NODE 2

Public transport type	Bus									
Distance to node (m)	160									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	4	4	0.5							

Accessibility Index	5.52
---------------------	------

Appendix C

Collision Data Search Area



St Boniface Church



Kings Rd

Winchester Rd

Affinity

Fryern
Recreation
Ground

Chandler's
Ford

Chandler's Ford
Recently viewed

B3043

Monk's Brook

Hillcrest Ave

Bodycoats Rd

Bodycoats Rd

Snalvington Rd

Toynbee School



Pennine Way
Recreation
Ground

Pennine Way

Weardale Rd

Oakmount Ave

13

M3

B3043

Snalvington Rd

Google

Map data ©2025

United Kingdom

Terms

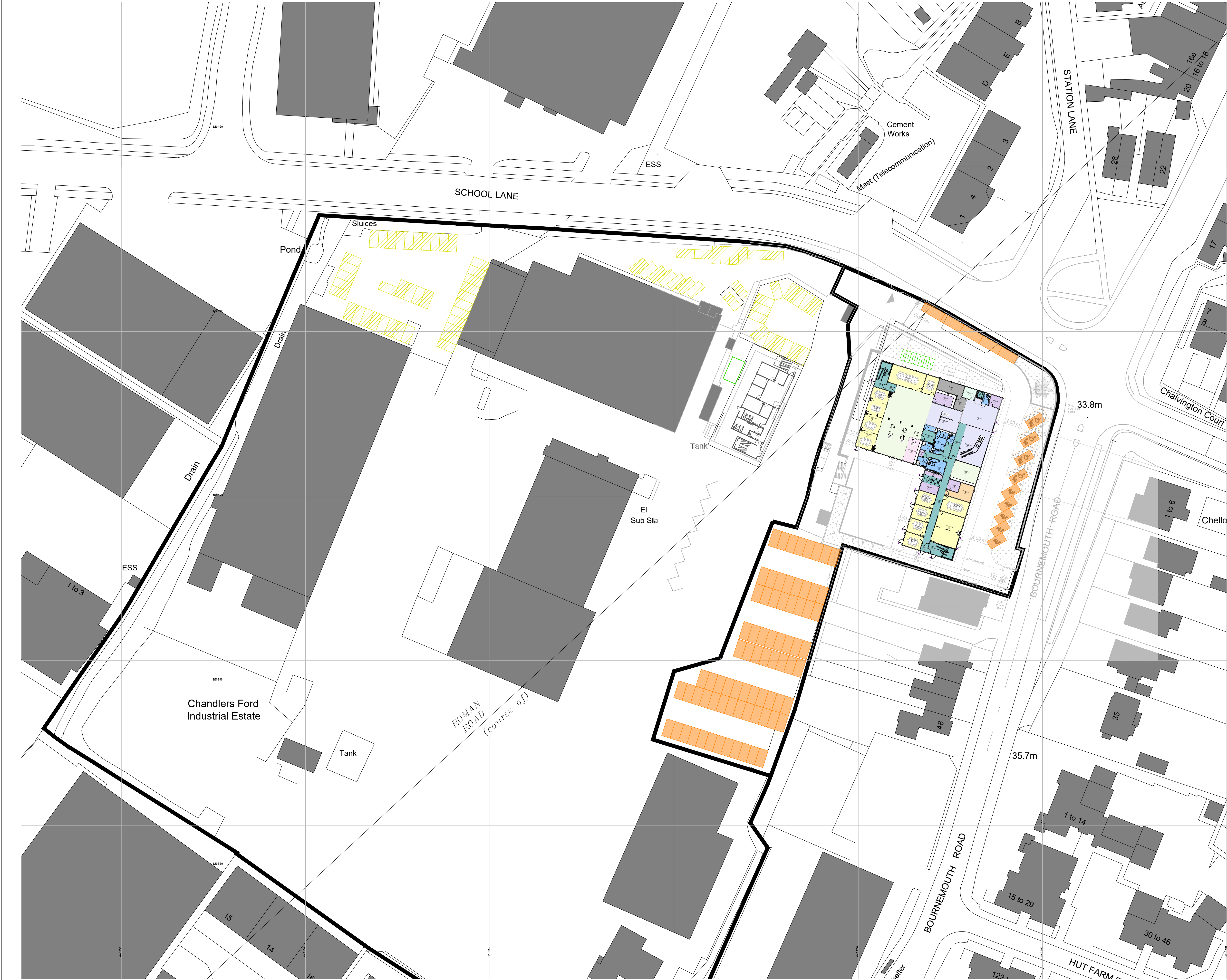
Privacy

Send product feedback



200 m

Appendix D
Proposed Site Plan
(showing Car and Cycle Parking Provision)



DO NOT SCALE FROM THIS DRAWING

Notes

- GENERAL
- This drawing is to be read in conjunction with all relevant Engineers and Architects drawings and with the Specification.
 - For setting out refer to Architects drawings.
 - All dimensions are in millimetres and levels are in metres unless noted otherwise.
 - Contractor to take all relevant dimensions on site. Any discrepancies to be advised to the Engineer.
 - Contractor to check/scan for services prior to construction to avoid any damage during works.

Key

Existing Parking Space

Proposed Parking Space

Proposed Cycle Parking

PRELIMINARY - NOT FOR CONSTRUCTION

SK3	Updated Drawing	JH	JH	JH	23.07.2025
SK2	Updated Drawing	JH	JH	JH	22.07.2025
SK1	For Discussion	JH	JH	JH	26.06.2025
Rev.	Amendment	Drm.	Chkd.	Appd.	Date

Project
Selwood/Workdry HQ, Chandlers Ford

Drawing
Site car parking layout including
existing retained and proposed spaces
Client
Portakabin

Scott White and Hookins
Structural Engineering Civil Engineering Sustainability and BREEAM CDM Consultancy

New Kings Court, Tollgate, Chandlers Ford, Hampshire. SO53 3LG

Scale at A1 - 1:500

304846-SWH-ZZ-XX-D-H-5901 SK3

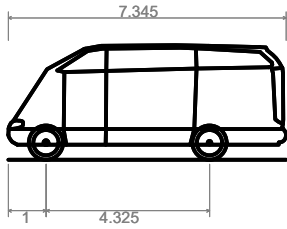
Project | Originator | Zone | Level | Type | Role | Number | Rev.

Appendix E

Vehicle Tracking Drawings



- Notes
- GENERAL
- This drawing is to be read in conjunction with all relevant Engineers and Architects drawings and with the Specification.
 - For setting out refer to Architects drawings.
 - All dimensions are in millimetres and levels are in metres unless noted otherwise.
 - Contractor to take all relevant dimensions on site. Any discrepancies to be advised to the Engineer.
 - Contractor to check/scan for services prior to construction to avoid any damage during works.



Mercedes Sprinter Panel Van 518CDI Extra Long Super High Roof
Overall Length 7.345m
Overall Width 1.995m
Overall Body Height 3.030m
Min Body Ground Clearance 0.400m
Track Width 1.995m
Lock to lock time 5.00s
Wall to Wall Turning Radius 7.800m

PRELIMINARY - NOT FOR CONSTRUCTION

SK1	For Discussion	JH	JH	JH	03.07.2025
Rev.	Amendment	Dm.	Chkd.	Appd.	Date
Project					

Selwood/Workdry HQ, Chandlers Ford

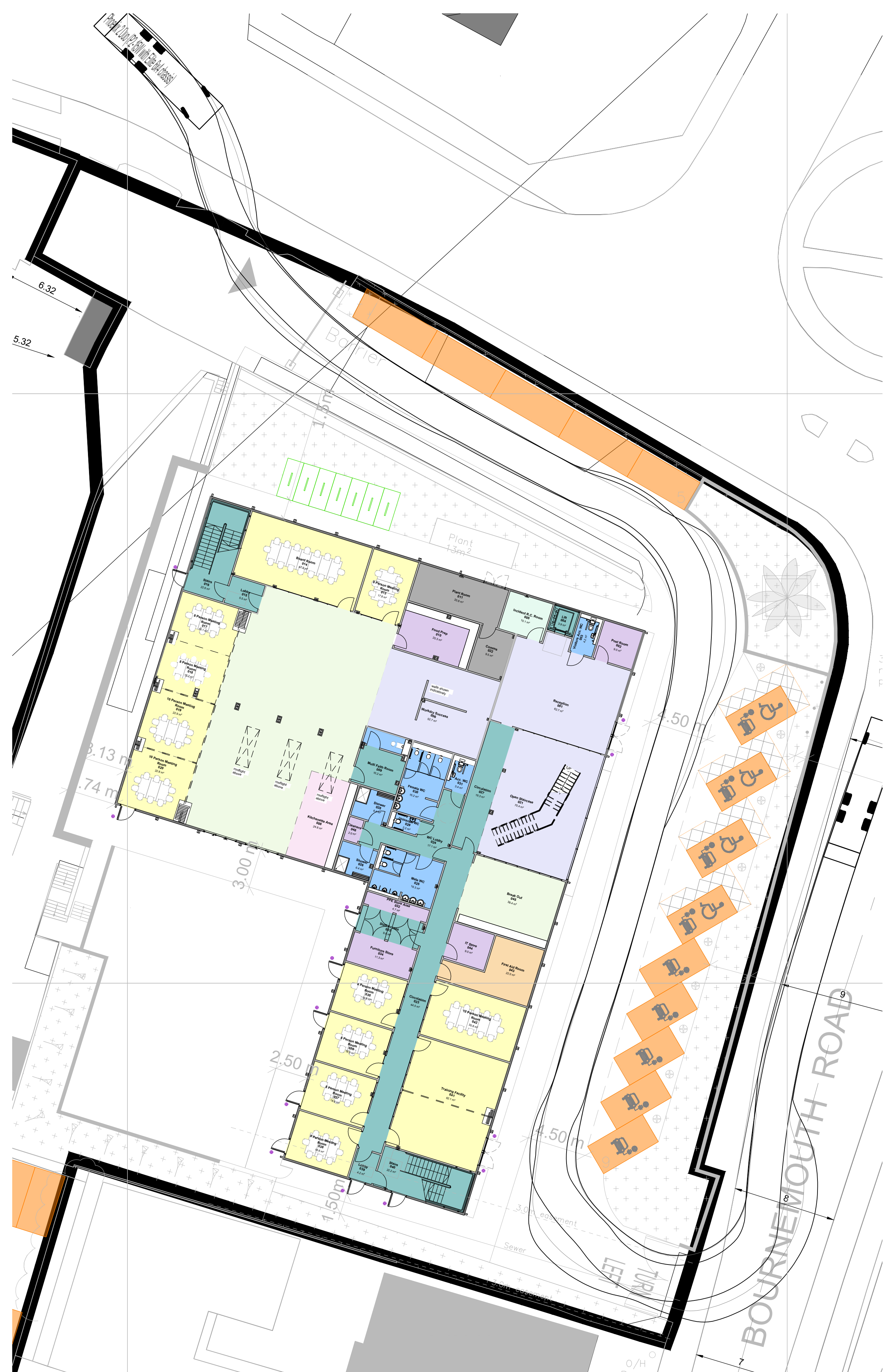
Drawing
Proposed Site Layout including tracking for LWB van access
Client
Portakabin

Scott White and Hookins
Structural Engineering Civil Engineering Sustainability and BREEAM CDM Consultancy

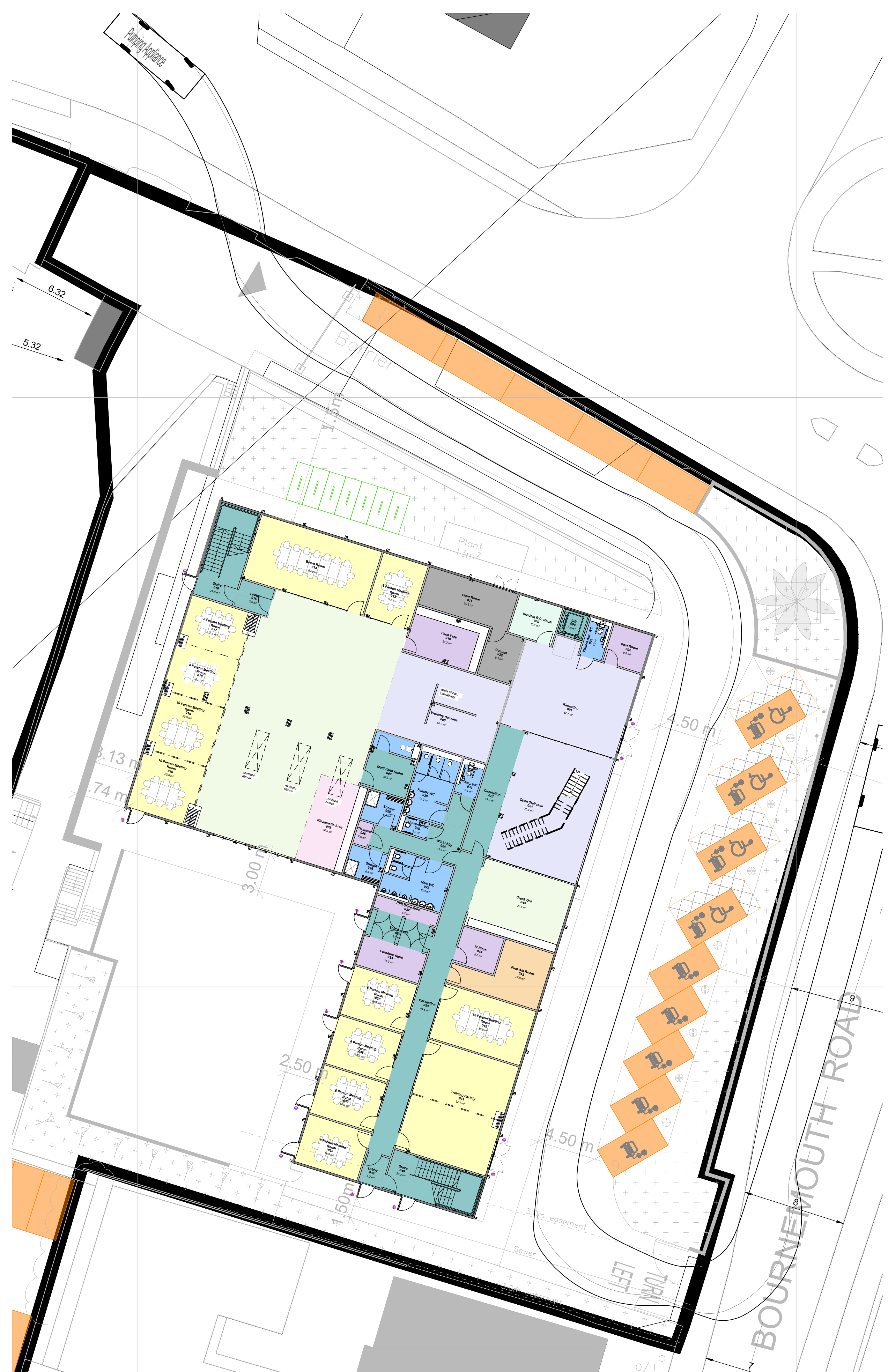
Scale at A1 - 1:200
304846-SWH-ZZ-XX-D-H-5902 SK1
Project | Originator | Zone | Level | Type | Role | Number | Rev.

DO NOT SCALE FROM THIS DRAWING

CP004-01_FM_ST_008_D

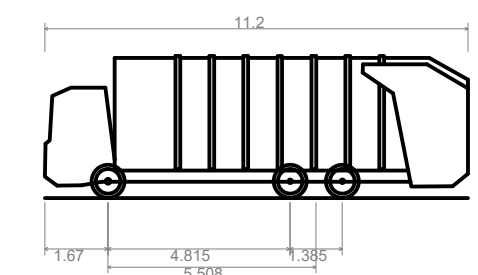


Tracking for 11.2m Refuse Collection Vehicle



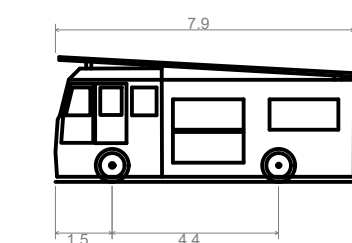
Tracking for Fire Tender (Pumping Appliance)

- Notes**
- GENERAL**
- This drawing is to be read in conjunction with all relevant Engineers and Architects drawings and with the Specification.
 - For setting out refer to Architects drawings.
 - All dimensions are in millimetres and levels are in metres unless noted otherwise.
 - Contractor to take all relevant dimensions on site. Any discrepancies to be advised to the Engineer.
 - Contractor to check/scan for services prior to construction to avoid any damage during works.



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

PRELIMINARY - NOT FOR CONSTRUCTION

SK3	Updated Drawing	JH	JH	JH	04.07.2025
SK2	Updated Tracking	JH	JH	JH	23.06.2025
SK1	For Discussion	JH	JH	JH	18.06.2025
Rev.	Amendment	Drn.	Chkd.	Appd.	Date

Project
Selwood/Workdry HQ, Chandlers Ford

Drawing
Testing options for refuse and fire access to the proposed one-way layout

Client
Portakabin

Scott White and Hookins
Structural Engineering Civil Engineering Sustainability and BREEAM CDM Consultancy

Scale at A1 - 1:200
304846-SWH-ZZ-XX-D-H-5900 SK3
Project | Originator | Zone | Level | Type | Role | Number | Rev.

DO NOT SCALE FROM THIS DRAWING

CP004-01_FM_ST_008_D