

Transport Technical Note

Project	Mayfield Phase 1a - Poulton			
Project Number	0070215			
Subject	Transport Technical Note			
Date	13 July 2026			
Revision	Description	Author	Date	Approved
P01	First Draft	NM	13.07.26	CM

1 Introduction

- 1.1.1 This Transport Note has been prepared on behalf of the Applicant (Mayfield Poulton Limited) in relation to the planning application for Plot O (the Poulton) at Mayfield (Planning Ref. 145635/FO/2026), which seeks design amendments to the previously approved scheme (Planning Ref. 137263/FO/2023).
- 1.1.2 The red line site boundary for the Poulton (the site) is shown on Figure 1.1.



Figure 1.1 Site Location

2 Background

- 2.1.1 The site is a development plot within Phase 1a of the Mayfield masterplan (Ref. 132255/JO/2021), which includes Mayfield Park, two office buildings (Plots M and O), a Multi-Storey Car Park (MSCP) at Plot N and associated highway works. Mayfield Park is now complete and open.
- 2.1.2 The 2023 consent for the previously approved scheme at Poulton included an increase in the height and massing of the office building, reconfigured internal layout, and agreed changes to external building materials. The Gross External floor Area (GEA) of the building increased from 11,142 sqm to 12,081sqm, including flexible ground floor commercial space (Use Class E - shops, cafes, restaurants, or bar).
- 2.1.3 Concurrently, design amendments for the Baring Street MSCP at Plot N were approved through a variation of condition application (Ref. 137350/JO/2023), which included an increase in the basement area to provide 450 cycle parking spaces, lockers, shower facilities, provision of additional EV spaces and the introduction of commercial uses (Class E - retail, café, restaurant and / or gym) at ground floor and basement. It also included a reduction to the building height from 11 storeys (including basement) to 9.5 storeys resulting in a reduction to the overall parking provision from 581 to 488 spaces.
- 2.1.4 An adjacent office building at Plot M, known as Republic, which has a GEA of 10,887sqm including approximately 1,100 sqm. of retail, restaurant and leisure uses at ground and mezzanine level, is currently under construction (Ref.141645/JO/2024) and the aim is to complete all three buildings (Republic, Baring Street MSCP and Poulton) by the end of 2028, delivering Phase 1a of Mayfield in its entirety.
- 2.1.5 Since the 2023 approved scheme for the Poulton, further design work has taken place for both the Poulton and the MSCP (now referred to as the 'Mayfield Mobility Hub') to improve the design, constructability, and viability of the proposals. A separate concurrent Variation of Condition application (Planning Ref. 145636/FO/2026) has been submitted in relation to the Mobility Hub, which includes a further reduction of car parking (from 488 to 482 spaces) and relocation of cycle facilities from the basement to a more user-friendly ground floor location.
- 2.1.6 The proposed design changes for the Poulton are summarised below:
- An extension to the footprint of the building resulting in an increase in GEA from 12,081sqm to 14,171sqm (uplift of 2,090sqm office space).
 - The building is now physically separated from the MSCP to the south, with a 1.5m non-publicly accessible passageway between the two buildings.
 - The ground floor has been revised to reposition the office lobby, which is now fronting Mayfield Park.
 - Basement rationalisation: reduced in scale to improve the constructability of the scheme.
- 2.1.7 This Technical Note has been prepared to confirm the change in multi-modal trip generation, cycle parking demand and servicing activity associated the proposed uplift in floorspace (2,090sqm).

3 Trip Generation

3.1 Person Trips by Mode

3.1.1 In order to estimate the number of trips generated by the proposed uplift in office space (2,090sqm), reference has been made to the agreed trip generation methodology adopted as part of the Mayfield masterplan Transport Assessment, which is considered representative for comparison with the consented scheme.

3.1.2 The person trip rates and resultant total person trips for 2,090sqm GEA office space are shown in Table 3.1.

Table 3.1 Person Trips for 2,090sqm GEA Office

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person trip rate per 100sqm GEA	2.458	0.169	2.627	0.169	2.448	2.617
Total Person trips	51	4	55	4	51	55

3.1.3 The baseline mode split adopted for the Mayfield masterplan is shown in Table 3.2 together with the resultant total person trips by mode.

3.1.4 This mode split is considered to remain current / valid as it was based on 2011 Journey to Work Census data with an agreed reduction to the car mode share to take account of changes in transport infrastructure and behaviour since the 2011 Census was undertaken, which resulted in a shift in mode share away from cars. Reference to more recent 2021 Journey to Work Census data is not considered appropriate given the pandemic-related quality considerations associated with this i.e. data was collected during lockdown when travel was restricted.

Table 3.2 Trips by Mode for 2,090sqm GEA Office

Mode	Mode Split (%)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	18.5%	9	1	10	1	9	10
Car Passenger	3.7%	2	0	2	0	2	2
Taxi	0.6%	0	0	0	0	0	0
Bus	27.2%	14	1	15	1	14	15
Tram	23.5%	12	1	13	1	12	13
Rail	7.4%	4	0	4	0	4	4
Pedestrians	14.2%	7	1	8	1	7	8
Cycle	3.7%	2	0	2	0	2	2
Motorcycle	1.2%	1	0	1	0	1	1
TOTAL	100%	51	4	55	4	51	55

- 3.1.5 The increase in trips is shown to be small and does not alter the conclusions set in the Environmental Impact Assessment (EIA) Statement of Conformity that was submitted for the consented scheme (Planning Ref. 137263/FO/2023), which confirmed that given the reduction in vehicle trip generation during operation (due to the proposed reduction in car parking), the assessment of the operational effects set out in the 2019 Environmental Statement (ES) for the Mayfield masterplan are robust and the conclusions remain valid.
- 3.1.6 It is noted that whilst an uplift in office floorspace could lead to an increase in trip generation, the relationship is not always linear. The proposed uplift relates primarily to the proposed internal building reconfiguration at back of house and to plant on the ground floor, which is not expected to increase the overall building occupancy and therefore unlikely to generate additional trips. It is therefore considered that the trip generation shown in Table 3.2 represents a worst case.

3.2 Servicing Trips

- 3.2.1 While the proposals include an increase in back-of-house floorspace, this does not necessarily result in a proportional increase in service vehicle trips. The additional floorspace primarily supports operational efficiency, and whilst this may lead to a small increase in waste generation and/or the quantity of goods, it is envisaged that this would be absorbed within the same number of service vehicle trips for the consented scheme i.e. service vehicle movements are expected to remain broadly consistent with the consented scheme.
- 3.2.2 The proposed servicing arrangements at Poulton will be managed and monitored as part of the Delivery and Servicing Management Plan to be submitted and approved by Condition prior to occupation.

4 Cycle Parking

- 4.1.1 There are no car or cycle parking spaces proposed as part of the Poulton development, with the Baring Street MSCP (Mobility Hub) immediately to the south intended to provide parking for the Poulton development and the wider Mayfield masterplan. This includes a 408-space cycle hub including 12 accessible cycle parking spaces and supporting facilities to encourage cycling.
- 4.1.2 The predicted increase in cycle trips as a result of the proposed uplift in floorspace is shown to be small with an additional 2 trips anticipated during the peak hour, which is unlikely to generate an additional demand for cycle parking over and above what has already been provided.
- 4.1.3 The use of the cycle parking proposed at the Mobility Hub will be monitored as part of the approved Framework Travel Plan for Mayfield to ensure that the cycle parking provision meets the demand. This information will be included in an updated Travel Plan to be submitted within six months of the first use of the development, in accordance with Condition 29 of the consented scheme.

5 Conclusion

- 5.1.1 In conclusion, it is considered that there are no reasons in transport terms why the proposed development should not be granted planning permission.