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Enquiries To Matt Grantham

My reference 047861

Direct Line

Your reference F/22/93576

Date 18 November 2022

Email eastleighdc@hants.gov.uk

Dear Ms Webb,

MAPLE HOUSE, MAYFLOWER CLOSE, CHANDLER'S FORD, EASTLEIGH, SO53 4AR

We are requesting change of use from the current class B2/B8 to Class E Usage.

In regard to application F/22/93576, whilst there would be no objection in principle to the application proposals, there are some elements of the application which require additional information and clarification as outlined below.

ACCESS:

Access into the site is unchanged by the application proposals, and this is acceptable with a full frontage drop kerb allowing access to vehicle parking. Pedestrian links are maintained via the surrounding pedestrian network which crosses the site frontage and leads out to local residential areas and bus stops, and cycle use is catered for with the nearest cycle link located to the east of the site.

ON SITE LAYOUT / PARKING:

A plan has been submitted which demonstrates the potential for 17 vehicle parking spaces. However, the layout looks very awkward in places particularly to the side of the building where access will be tight and involve an elongated reverse.

Onwards, the parking bays appear to vary in size, and with no scale on the drawing it is impossible to ascertain whether they are actually of usable dimensions or not.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

As set out in the EBC Parking Standards SPD, minimum parking bays should be 2.4 x 4.8m, and when set at angles (such as those at the side of the building), CAD Autotracking should be provided to demonstrate that the spaces can actually be used.

In terms of the overall parking quantum requirements, this would be for EBC to determine as Local Parking Authority, however with what appears to be approximately 45 pieces of equipment available at any one time, plus the potential for multi-participant classes (i.e. Yoga) within the first floor space, the 17 parking spaces proposed do not appear to be adequate, particularly with staff numbers on top.

It is acknowledged that the majority of users would access the site out of normal working hours, at times when non-restrictive on road parking could be utilised. However, during the daytime site visits have demonstrated that these non-restricted on-road parking spaces are already fully utilised, and as such any additional on-street parking needs would likely become obstructive.

Whilst withdrawn in 2013, the former HCC Parking Standards would have required 1 parking space per 15sqm of open gym hall space. This could have resulted in a requirement of upto (approximately) 50 parking spaces, which is clearly very different to that proposed.

A full and detailed assessment of anticipated gym participant and staff numbers really needs to be provided in order to ascertain how many people are likely to be on-site at any one time, and these should ideally be backed up with information taken from comparable gym facilities.

Additionally, whilst it would be expected that due to the nature of the proposals (fitness) that some customers would cycle to the site, there does not appear to be any provision for safe and secure cycle parking.

If the updated drawings showing scaled parking spaces and a cycle parking provision, and the CAD Autotracking can be provided, along with the information of anticipated user numbers can be provided, a re-assessment of the application can be undertaken accordingly.

Yours sincerely,

Matt Grantham

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI