

Parking Survey at

**The Annexe
Discovery House
Brickfield Lane
Chandlers Ford
SO53 4DP**

Revision: 0

Date: 16 April 2026

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Figure 01 – Site Locations (both shown with red outline)

1. Introduction

1.1 This Parking Technical Note (PTN) has been prepared by RS Studio to support a full planning application for the ‘change of use of B2 building to Use Class E(d) (Gym)’ at the Annexe building, Discovery House, Brickfield Lane in Chandlers Ford. (See Figure 01.)

1.2 Hampshire County Council had requested evidence to demonstrate that there is sufficient car parking capacity within the vicinity and immediately surrounding roads, to accommodate the potential increase in parking demand as a result of this proposal within application F/26/100902.

1.3 This PTN directly addresses this issue, with consideration to the proposed parking on site for up to 11 vehicles. The scope of this PTN therefore considers site accessibility, details of the proposed development and a detailed car parking survey in accordance with the Lambeth methodology, in conjunction with Eastleigh Borough Council Parking Standards.

2. Site Accessibility

2.1 The site includes a building within a former general industrial use as it was once part of the wider Tender Cuts meat processing and distribution units. The site is currently unoccupied and has undergone some internal refurbishment. The site has its own access with 8 spaces along the front as existing. The proposed drawings have increased parking to be included as tandem along the side of the building for its employees, making the proposed site to include space for 11 vehicles and 4 bicycles.

2.2 The site is located within walking distance of a number of local businesses, facilities and amenities, and the site provides a good opportunity to encourage walking and cycling. A similar business model provided by the applicant had been tested at the Hedge End Gym. The Hedge End Gym was purposely located within an industrial site to provide a fitness service for the nearby workers and residents that will already be near the site within walking distance. The local facilities within this application’s vicinity of the site including their associated walking and cycling distances are summarised within Table 01.

2.3 The closest bus stops to the site (as detailed in Table 01) are situated 321m away (B3043 / Bournemouth Road). Bournemouth Road is considered the main access road toward central Chandlers Ford central (north). The Chandlers Ford railway station is within a 12-minute walk and with a journey time to Eastleigh station within 6 minutes or Southampton City Centre (Central Station) in 30 minutes.

Amenity	Approx. Distance (m)	Walking Time (minutes)	Cycling Time (minutes)
Bus Stop (towards Chandlers Ford)	321	4	1
Bus Stop (away from Chandlers Ford, south)	321	4	1
Railway Station	804	12	3
Sandwich / Sundries Shop	643	8	2
Tesco Express	482	8	2
Pub	804	12	3
Post Office	1126	16	4

Table 01 – Distance & Time to Local Amenities



Figure 02 - Indicative equipment layout of proposed gym

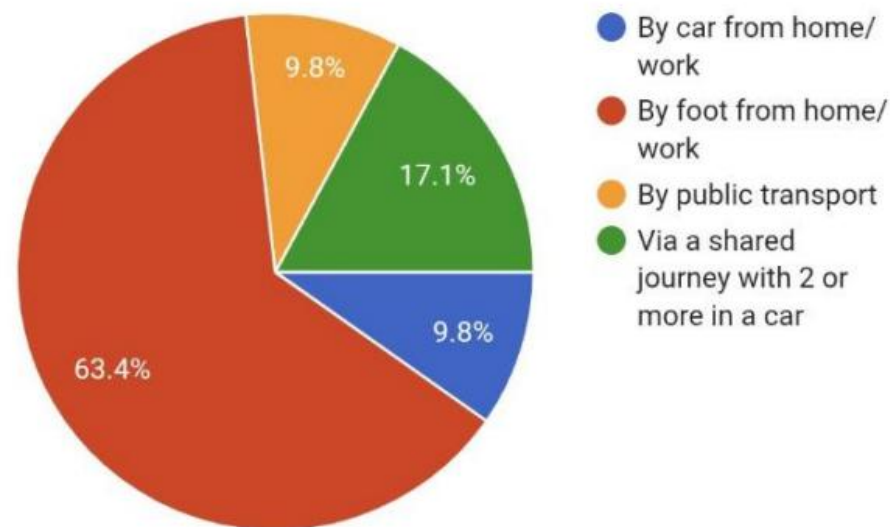


Figure 03 - Hedge End Gym poll results of members' travel methods on 27 March 2026.

2.4 Eastleigh's Local Plan Policy DM14(3) states that 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.

2.5 Eastleigh Borough Parking Standards SPD has commercial standards based upon use class and sub-categories (i.e., sports halls, health clubs, gym, tennis or squash courts). However, a personal trainer gym is difficult to classify within these sub-categories that range from 1 space per 20-30m² or based on number of seats and courts available within the larger categories. The public area of this gym measures approximately 230m², and it is estimated that at least two full-time employees will be on site at any one time. (See Figure 02.)

2.6 Most fitness facilities are designed to cater to families or provide more amenities, such as swimming, saunas or spas as part of the experience (such as the David Lloyd chains). However, this proposal aims to bring a smaller gym to the busy employee or local resident in an efficient location to reduce travel times. This type of business model has been tested at the Hedge End Gym, and further statistics demonstrating member attendance and transportation method has been provided within a separate document (Hedge End Gym Trip Comparison, 31 March 2026).

2.7 Overall, the site is situated within a highly accessible location within an active industrial estate just outside central Chandlers Ford, and near a bus corridor with railway facilities walkable (12-minute walk).

3. Parking Survey Requirements

3.1 Eastleigh Borough Council have specific requirements for parking surveys within the Borough. The requirements detailed in the 'Lambeth Council Parking Survey Guidance Note' are generally regarded as the most detailed, and the 'Lambeth Style Parking Survey Methodology (2012)' is therefore used as general guidance for most highway authority parking surveys.

The HCC Highways Officer had requested within his consultation response a 'Lambeth style' test for our commercial proposal. Given that the business model is to provide a 'walkable' service to the local commercial area, and the results are expected to be similar to the statistics from the Hedge End Gym indicated 63.4% of its attendees travel by foot from home or work, we scaled down our survey appropriately for what would be a reasonable drive/walking commute to our proposal site. (See Figure 03.)



Figure 04 – Scout Hut in proximity to Annexe at Discovery House

The parameters of our ‘Lambeth’ style parking surveys are as follows:

- **An area of 250m (or a 2-minute walk) around a site.** Although Lambeth commercial surveys are taken with a wider radius consideration, we scaled our survey to the immediate area reasonable where the gym members would be willing to walk from if parking a vehicle.
- **The survey should be undertaken when the highest number of commercial and residents are present.** There is a scout hut across Brickfield Lane that has evening activities: Monday-Wednesday 21:00-21:30, Thursday 20:00, Fridays 19:00. We based our surveys on a 7am and 9pm to account for the existing commercial and evening uses within the area.
- **Town centre locations; surveys should be taken Monday- Wednesday only.** Although outside of a town centre, our surveys were undertaken on a Monday and a Wednesday.
- **If the site lies adjacent to, but not in, a Controlled Parking Zone (CPZ) then all roads in that CPZ should be excluded.** Although Brickfield Lane and nearby roads have double-yellow markings, none of the roads are controlled or requiring a permit.
- **Should not be undertaken in weeks that include Public Holidays and school holidays.** Our surveys were taken outside these weeks.

3.2 The Lambeth Council Parking Survey Guidance Note also states that the following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (e.g. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc.)
- Any unusual observations e.g. suspended parking bays, spaces out of use because of road works or presence of skips etc.
- A drawing showing the site location and extent of the survey area. All other parking and waiting restrictions such as double yellow lines and double red lines, bus lay-bys, kerb buildouts, and crossovers (vehicular accesses) etc. should also be shown on the plan
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table
- Photographs of the parking conditions in the survey area can be provided to back up the results

3.3 The Lambeth methodology states the locations where cars can legally park overnight should also be identified. Brickfield Lane and adjacent roads do not prohibit overnight parking.



Figure 05 - 250m radial distance from site (black outline) as existing within drawing 1937-PS-01

3.4 To support our surveys and results, we have considered other 'Lambeth' style methodology:

- Parking spaces should measure 6m, with 5m acceptable where there is free access at one end
- A plan should be provided showing obstructions to parking such as dropped kerbs, double yellows and any parking restrictions
- The information should be summarised in a report clearly setting out the results and implications for the scheme

4. Extent of Parking Surveys

4.1 The below section outlines the methodology employed for the parking survey with results detailed in Section 5 of this report

4.2 A 250m radius was identified around the site. Within this radius, 250m length by road from the site was measured. (See Figure 05).

4.3 Areas with specialist markings e.g. disabled bays been included within the scope of this assessment, to demonstrate overall parking capacity within the area. Areas of roadside with Traffic Regulation Order (TRO) such as double yellow lines have also been noted.

4.4 The area covered by the survey therefore includes Brickfield Lane, Mayflower Close, Speedwell Close, Eagle Close, and Keble Road.

4.5 The Hedge End Gym's statistics on 27 March 2026 resulted in the majority of the gym's use was within the morning hours before an average workday and within the mid-afternoon (between 5:00-08:00, most have to start work at 8-9am). Our surveys were undertaken in accordance with a time that most will attend the gym, the expected occupancy of the commercial sites, and the use of the scout hut's evening activities:

- Monday 13 April 2026 @ 21:00
- Wednesday 15 April 2026 @ 07:00

4.6 The survey dates were specifically chosen because they represented a 'normal' weekday; outside of school holiday period, and to align with what would be expected after-hours with the scout's activities. The surveys exhibited fairly standard weather conditions (drizzle or no rain), with average temperatures. No current roadworks were exhibited along any of the surrounding local road network within our surveys.

Road	Total 'Useable' Spaces	Total Spaces Occupied	Total Spaces Empty
Bournemouth Road	0	0	0
Brickfield Lane	42	22	20
Speedwell Close	8	7	1
Eagle Close	8	1	7
Mayflower Close	21	7	14
Keble Close	0	0	0
Keble Road	2	1	1
TOTAL	81	38	43
Available Occupancy %	46.9%		

Table 02 - Wednesday 15 April 2026 morning

Road	Total 'Useable' Spaces	Total Spaces Occupied	Total Spaces Empty
Bournemouth Road	0	0	
Brickfield Lane	42	15	27
Speedwell Close	8	5	3
Eagle Close	8	1	7
Mayflower Close	21	13	8
Keble Close	0	0	0
Keble Road	2	1	1
TOTAL	81	35	46
Available Occupancy %	56.7%		

Table 03 - Monday 13 April 2026 evening

4.7 Bays have been individually shown with measurements of 6m in length (the standard required for parallel parking bays) to ensure robust assessment.

4.8 For the purpose of assessing the total number of actual available spaces, any designated parking bays in front of driveways have been discounted as viable spaces. The same applies for any 'H bar' markings located to designated spaces.

5. Parking Survey Results

5.1 The Wednesday morning results are summarised in Table 02.

5.2 The Monday evening survey results are summarised in Table 03.

5.3 Plans of the results are located to Appendix A of this document. Photographs of the key areas are located to Appendix B of this document and visually document available capacity during the survey period.

5.4 Whilst available occupancy is deemed to be reasonably high at an average of approximately 54.9%, the survey results demonstrate that there are 43-49 spaces available within 250m walking distance of the site during expected peak use with consideration to the commercial and scout activities.

5.5 It should be noted that most of the industrial sites within Brickfield Lane and Mayflower Lane have their own off-road parking provision as noted within the survey results. For the scout's activities, most parents prefer to drop off/pick up their children given the sessions last approximately 1.5-2 hours as confirmed by the scout's administrator.

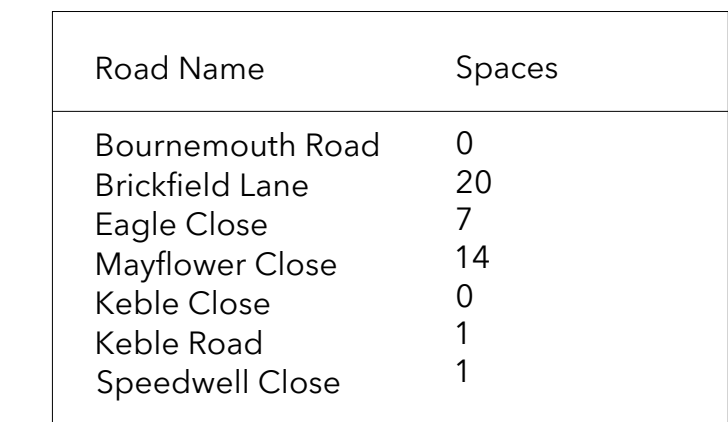
6. Other Information

6.1 In addition to conducting the above parking surveys, this report also covers the following data sets and observations:

- Google Streetview Observations

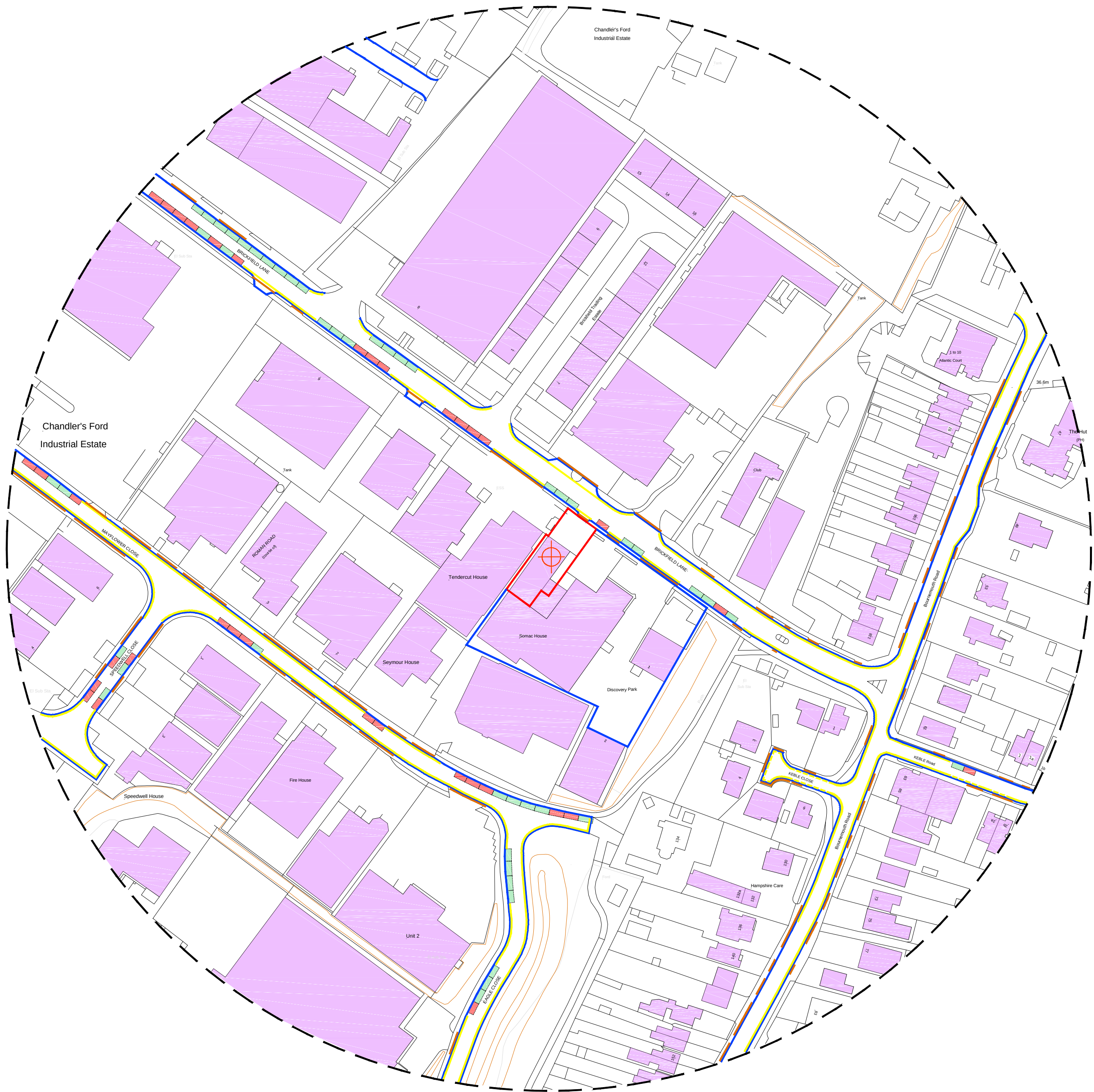
6.2 Google Streetview documentation provides a snapshot over time of the use of parking within the subject area. Whilst no time stamp is provided for the photographic data, the dataset is useful in demonstrating the availability of parking, particularly in the immediate vicinity of the site and along New Road and Station Road during daylight hours. Photographic snapshots of this data, from August 2024, are provided to Appendix C.

APPENDIX A

[illegible]

Project Title:
Discovery House,
Brickfield Lane,
Chandlers Ford, SO53 4DF

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Parking Spaces
9-10pm 13.04.26
Scale 1:1250



0 10m 20m 30m 40m 50m

KEY

- Datum Point
- Site boundary
- 250m Perimeter distance
- 200m Radius
- Available Parking Space
- Occupied Space
- Areas covered by Parking Controls
- Properties with on plot parking
- Single Yellow Lines
- Double Yellow Lines
- Drop Kerb Locations

Road Name	Spaces
Bournemouth Road	0
Brickfield Lane	27
Eagle Close	7
Mayflower Close	8
Keble Close	0
Keble Road	1
Speedwell Close	3
Total On-street Parking : 46/81 Spaces	

No.	Description	Date

studio

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Drawing Title:
Site Plan - Parking Survey
PM 13.04.26

Project Title:
Discovery House,
Brickfield Lane,
Chandlers Ford, SO53 4DP

Drawing No.: 1937-PS-03	
Date:	April 2026
Scale:	1:1250
Drawn:	AS
Checked:	RS

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APPENDIX B



^Photos of spaces taken along relevant roads on Wednesday 15 April, 07:00.



^Photos of spaces taken along relevant roads on Monday, 13 April, 21:00

APPENDIX C



^Snapshots from Google Streetview dated August 2024