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Date	28 April 2026	Email	eastleighdc@hants.gov.uk

For attention of Mr Huckfield

Dear Sirs

**Re: F/26/100902 At DISCOVERY HOUSE, CHANDLERS FORD
INDUSTRIAL ESTATE, BRICKFIELD LANE, CHANDLER'S FORD,
EASTLEIGH, SO53 4DP**

**Change of Use from Use Class B2 (General Industrial) to Use Class E(d)
(gym)**

In regard to application F/26/100902, following on from the previous HCC Highway consultation response dated 16 March 2026, additional information has been submitted by the applicant. This information aims to answer previously raised parking concerns, covering the following points:

1. It is understood that the applicant owns another gym in Hedge End, located in a comparable location. It would therefore be requested that staff and user number data is supplied outlining specific numbers that would be anticipated on site during the whole opening period (24 hours) based on half hour segments; and
2. A 'Lambeth' style test is undertaken, demonstrating the number of parking spaces that are available on Brickfield Lane during the hours of 0800 to 2000, which demonstrates what the actual spare parking capacity actually is, and whether it can realistically accommodate the increased numbers that the gym will bring.

Specifically, the applicant has submitted comparable gym data, noting that the Hedge End gym is actually bigger in size, and so would realistically be anticipated to accommodate more users at any one time than the proposed

Director of Universal Services
Patrick Blogg

gym in Chandler's Ford. As such, the data collected would be considered worst case and robust (in a snapshot), and is quoted as having a peak period between the hours of 5am to 6am, where a total of 17 users were recorded.

At this time, it would be anticipated that there would be adequate parking available via a combination of on-site parking and roadside parking on Brickfield Lane, and this has been confirmed via parking surveys which indicate that at 7am on a typical day (Wednesday 15 April 2026), there were 20 available parking spaces located on Brickfield Lane. Whilst this survey time was after the gym peak, it would not be anticipated that there would have been more vehicles parked on Brickfield Lane earlier than 7am.

However, it is noted that user numbers during the peak working periods of 0900 to 1700, no parking survey data has been provided, though the gym user surveys have shown an anticipated maximum of 12 users during the peak hours of 1500 to 1700.

If this number were to be utilising the proposed Chandler's Ford gym, plus staff at a reasonable estimate of 4 at this time, that would require up to 16 parking spaces, and as outlined in the application, only 8 are provided on site, resulting in a potential shortfall of 8 parking spaces.

What should however be acknowledged is that it would be anticipated that a certain level of users would come from a reasonable walking distance, be this the surrounding industrial estate, or even the surrounding residential areas. Additionally, some users would likely cycle or utilise public transport to get to the proposed gym.

Given this, it would be reasonable to assume that a certain level of users would not require a vehicle parking space, and site surveys from the Hedge End gym suggest that this figure would be in the region of 73.2% (see figure 3 of the 'Hedge End Gym Trip Comparison' document – counting both single and shared car journeys as a worst case).

If this were to be replicated at the Chandler's Ford gym, this would reduce the overall on-site parking shortfall, requiring a parking space on the highway to 3 vehicle parking spaces (rounded up).

As outlined above, no parking survey data has been submitted for this period, against which an assessment of parking capacity can be undertaken, and onwards it is understood that there are existing regular reports of overspill parking in the vicinity, most notably by residents of Keble Road to the east of the site.

Indeed, a site visit during this period has indicated that parking capacity appears to have been largely reached as shown in the photos below:



Eastern end of Brickfield Lane looking west



Western end of Keble Road looking east



Western end of Keble Road looking east

Whilst such overspill parking obviously has an effect on local residents through loss of parking amenity, and should be fully discouraged, from a highway perspective there are restrictions in place through double and single yellow lines, which prevent obstructive and dangerous parking. It is noted that this is well adhered to.

As such, the shortfall of 3 vehicle parking spaces in an area where a potential 81 roadside parking spaces have been identified, along with the potential to park in Chandler's Ford rail station (a short walk away) which also appears to have spare capacity, would not warrant a justified objection to proposed parking levels from a highway safety perspective.

However, as outlined above, there is an unknown potential to impact on the amenity of local residents if gym parking were to overspill into residential areas, and it would be recommended that the case officer considers this in the overall assessment of the application proposals, along with the conformity to the EBC Parking Standards.

Recommendation:

Given the information provided by the applicant, in terms of comparable gym users numbers and potential on-road parking numbers, there would be **no objection** to the proposals from a highway perspective, subject to the following condition:

PARKING PROVISION

Before use of the development is commenced provision for parking for both cars and bicycles shall have been made within the site in accordance with the approved plans and shall be retained thereafter.

Reason - To ensure adequate on-site car parking provision for the approved development.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Universal Services