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Planning Application F/24/98375

Change of Use from Storage and Warehousing (Class B8) to a Dance and Fitness Studio (Class E)

Long Acre Feeds, Winchester Road, Botley SO32 2DH

Introduction

This Highway Technical Note has been produced in support of a planning application to Eastleigh Borough Council as Local Planning Authority (LPA) for a change of use of an existing building currently used as a Warehouse (B8) to a Dance and Fitness Studio falling within Class E at Long Acre Feeds, Winchester Road, Botley. The location of the site is shown below.



The site is located on the north-eastern side of Winchester Road a residential access road with a speed limit of 30mph and with the classification number B3354.

The road is of conventional design having a two-lane carriageway with a pedestrian footway on the north-eastern side. To the north, Winchester Road forms a new roundabout junction with Kingsman Drive and the new residential estate, whilst further to the north, the road passes through Horton Heath. To the south the road passes through Botley to where it forms a priority junction with the A334.

To the south-east of the site is Maddoxford Lane, a residential access road that forms a priority junction with Winchester Road.

A combined pedestrian / cycleway is present to the north and commences from opposite Myrtle Cottage, and this extends to Boorley Park.

A similar shared footway / cycleway is also present to the south which commences immediate south of the Pear Tree Public House for a length of some 350m. The site is therefore accessible by both motorised vehicles and cycles.

Planning History

The site was subject to a planning approval granted under application numbered **F/08/62962** for the construction of 2no. steel framed buildings to be used as a saddlery & associated storage & warehousing following demolition of existing building. This was granted consent in October 2008 subject to conditions.

An application was recently made to the LPA for this current use when it was advised that before the application could be validated, additional information would be required, including a Transport Statement, which would address the affect of on-site parking demand. This Highway Technical Note therefore addresses the likely traffic impact and parking demand and concludes that the proposal would be acceptable from a highway point of view.

Proposed Development

This application now seeks a change of use of one of the buildings from Class B8 Storage to a use falling within Class E to be used as a Dance and Fitness Studio, primarily accommodating Synergy Elite, an established Cheerleading and Dance programme who will be operating mainly between the hours of 4:30 and 9:30pm Monday to Friday. During the day, the facility would be offered to Mother, baby and toddler groups and occasionally the site would be used for one-to-one personal training sessions.

Car Parking

The application building has a floor area of some 122 sqm and it is proposed to provide 4 car parking spaces. Eastleigh Borough Council is the parking authority in this instance and have issued a Parking Standards Supplementary Planning Document in draft form for public consultation. Table 4 of this document provides suggested Non-Residential Parking Standards for various uses, and this includes a standard of 1 parking space per 30sqm for Class E Sports Halls, which this use would fall within.

Based on a floor area of 122sqm for this building, the 4 parking spaces now proposed would meet the suggested standard set out within the Draft Document.

Traffic Impact

The existing building has a lawful use as a B8 warehouse; therefore, it has the potential to generate a number of traffic movements throughout the day in its own right.

In this case the building will be used for three separate uses, the main use being for the cheerleading training in the evenings, whilst additionally there will be some small Mother and baby sessions during the day and some one-to-one personal training sessions.

The Mother and Baby sessions will be low-key and will be generally for local residents where it is likely that most will walk to and from the site from the immediate residential areas. It is noted however that the building does benefit from 4 parking spaces, which could be used should a Parent choose to drive to and from the site.

Such a use would therefore see very little in the way of traffic impact as the majority of Parents would walk and the sessions would be booked in advance, so the numbers of attendees could be controlled.

The one-to-one personal training sessions are exactly what is suggested and will involve the Applicant, a qualified personal trainer, giving training sessions on an individual basis to a single Client. So again, the likely traffic impact from this use would be minimal.

The main use would be for Cheerleading Training and Synergy Elite have 10 competition teams that train twice per week during the weekday, with some occasional weekend training.

Each class has between 10 and 15 children in attendance and parents are not permitted to stay as these act as a distraction. Parents therefore drop their children off and depart, and then return to collect at the end of each training session. From experience the Applicant has confirmed that many parents tend to have siblings in attendance, or provide lifts to their children's friends, therefore each attendance attracts multiple occupancy car trips. Indeed, in one current class of 12 children, the Parents take it in turns to transport the children with each vehicle accommodating three children, resulting in just 3 vehicle trips.

Training sessions are split between tiny / mini athletes whose ages range between 3 to 7 years, whilst juniors are aged 8 and above. The mini athletes session last for 1 hour whilst junior sessions are around 1.5 hours, therefore the building will hold around three sessions per evening.

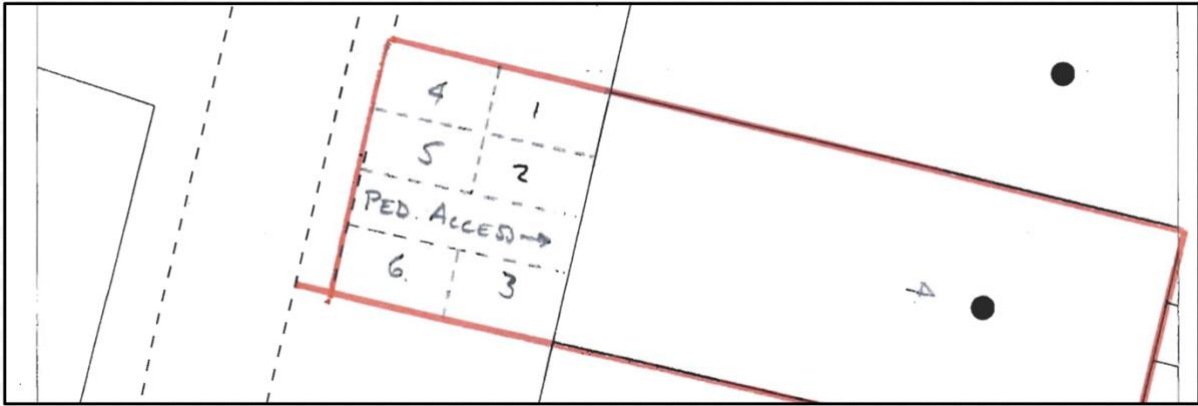
Usually there is a 15-minute break between each class which allows one group of children to leave, before another group arrives, therefore this allows a suitable change over time, between parents arriving to collect, whilst others arrive to drop off.

It is however envisaged that given the highly sustainable location of the site close to the expanding residential area and cycle facilities on Winchester Road, many children will walk or cycle to the site as they do to the current venue, thus reducing the number of vehicular movements.

Precedent

Planning consent was granted under reference F/10/66507 for a Dance Studio at Unit 4 Solent Industrial Estate, Hedge End.

The drawing submitted as part of this application showed a total of 6 parking spaces provided as two sets of tandem spaces, meaning that the initial three spaces adjacent to the building could only be used for long term parking, as they would effectively be "block in" (see below) by cars parked behind.



Parking Layout approved for F/10/66507

The application form submitted for this proposal stated that the floor area of the building was 300.7sqm, therefore based on the 6 spaces provided, a parking ratio of 1 space per 50sqm was proposed. Whilst planning consent was granted, it is evident that the proposed parking layout was not implemented as shown on the application drawing and this is demonstrated below.



As a result of this, the much larger dance studio only appears to have space for 4 to 5 parking spaces and as the surrounding highway network is controlled by double yellow lines, it would not be possible to park within the carriageway close to the site. Despite this, the Dance Studio appears to be operating without any apparent problems.

Summary and Conclusion

This Highway Technical Note has been produced to support a change of use of an existing B8 warehouse unit to a Dance Studio at Long Acre Feeds, Winchester Road, Botley.

The proposal includes the provision of 4 parking spaces, which is in accordance with the draft Parking Standards Supplementary Planning Document issued by Eastleigh Borough Council as the Parking Authority.

The use of the site will not result in any significant increase in traffic as sessions will be staggered and parents tend to drop and go, and many children car share with friends and family.

The proposed use provides a greater number of car parking spaces per sqm than a previously approved Dance Studio in the Eastleigh District, that has been operating successfully without any apparent problems.

Given the above, it is considered that the highway implications of this modest development are acceptable.