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Date	3 September 2025	Email	eastleighdc@hants.gov.uk

For attention of Mr Huckfield

Dear Sirs

Re: F/25/99499 At DRAPER TOOLS LTD, HURSLEY ROAD, CHANDLER'S FORD, EASTLEIGH, SO53 1YF

Conversion of internal areas of existing warehouse from stores to 6no. padel tennis courts and gym, including installation of changing and welfare facilities.

In regard to application F/25/99499, following on from the previous HCC Highway consultation response dated 14 July 2025, as requested, additional information has been received (Highway Technical Note 14.08.25) from the applicants which provides further details on trip rates and parking requirements for the site.

The Highway Technical Note (HTN) has been reviewed, and the following comments are made:

ACCESS:

No access alterations from the highway (Hursley Road) are proposed, and this is accepted.

TRIP RATES:

It is understood that the existing use of the area of site to be converted is currently made up 2,850sqm of warehousing, storage & distribution space. The proposals are to form a 750msq gym and studio space, plus welfare facilities and 6no. padel tennis courts.

Within the HTN, the TRICS database has been utilised to assess potential trip rates associated with both the existing use category and proposed development in order to assess whether additional trips to and from the site, for the specific portion of the overall site subject to the application, would be expected. This methodology of assessing trip rates is acceptable in this instance.

Covered in Section 4 of the HTN, a finalised trip comparison table is provided (table 4.8) which summarises as follows:

TIME PERIOD	ARRIVALS			DEPARTURES			TOTAL		
	EXISTING	PROPOSED	DIFFERENCE	EXISTING	PROPOSED	DIFFERENCE	EXISTING	PROPOSED	DIFFERENCE
AM (08:00-09:00)	20	32	+12	13	25	+12	33	57	+24
PM (17:00-18:00)	16	36	+20	20	37	+17	36	73	+37
TOTAL DAILY	255	438	+183	275	454	+179	530	892	+362

TABLE 4.8 – PROPOSED DEVELOPMENT VS EXISTING USE
VEHICULAR TRIP GENERATION

As can be seen, during the prime periods of time where concern may arise (AM and PM peaks), 24 additional vehicle trips would be anticipated in the AM peak (12 in and 12 out), and during the PM peak 37 additional vehicle trips would be anticipated (20 in and 17 out).

It should however be noted that these are vehicle trips overall, and as such they the numbers do not take into account elements such as pass-by and linked trips (i.e. accessing site on the way to or from work) or transferred trips (i.e. accessing this gym rather than another in the local area). These trips would of course not be new to the local highway network, and so can reasonably result in a discount to the overall trip generation figures for vehicle travel.

Even if this were to account for 30% of the additional trips (for example), which may be reasonable given the location of the site, being within a largely residential area, that would reduce anticipated site vehicle trip generation to:

AM Peak – 9 In / 8 Out / 17 Total; and

PM Peak – 14 In / 12 Out / 26 Total.

In the AM peak there would on average be approximately 1 additional vehicle movement approximately every 4 minutes, and in the PM peak, every 2 ½ minutes.

Clearly, whilst it would be anticipated that additional vehicle trips to and from the site would be generated by the change of use of part of the Draper's site, the additional trips (as shown above) are unlikely to generate a severe impact upon the local highway network, and would result in a minor % increase in traffic flows on Hursley Road itself.

PARKING:

Whilst the quantum of parking is for EBC to assess, ensuring that the EBC Parking Standards SPD is fully adhered to, it is noted that parking is covered within the HTN at Section 5.

This outlines that at the present time, there are 162 vehicle parking spaces available on site (157 unallocated spaces, plus an additional 5 spaces allocated to directors), and that on the busiest working day (Monday), there are up to 118 staff located on the site at any one time.

Assuming a very much worst case scenario that all staff are on site at the same time, and that all drive to work in single occupancy vehicles (which is very unlikely and therefore can reasonably account for additional visitor parking requirements), this leaves a total of 44 available parking spaces.

The HTN goes on to outline that under EBC Parking Standards, 32 parking spaces would be required for the gym, and a calculated 12 parking spaces would be required for the padel board courts – 44 spaces in total.

These figures would of course therefore equate in terms of need and availability, and would therefore be acceptable from a highway perspective, with overspill parking unlikely to result.

It would however be recommended that the Case Officer checks these figures to ensure they are indeed in line with the EBC Parking Standards, as it is understood that as a draft, there may be updates to be made.

It would also be suggested that cycle parking is also assessed to ensure it is in line with the EBC Parking Standards, to fully ensure that sustainable modes of travel to and from the site are fully promoted and available.

RECOMMENDATION:

Given the above, there would be **no objection** to the proposals from a highway perspective.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
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