Mr Hanif Karimi

Change of Use B2 (General Industrial) to Use Class E (d) (Gym)

The Annexe
Discovery House
Brickfield Lane
Chandlers Ford
SO53 4DP

Revision: 0
Date: February 2026

PLANNING SUBMISSION

Contents

1.	**Introduction**	**1**
1.1	The Application	1
1.2	The Applicant	1
1.3	Background	1
1.4	Applicants Agent	2
2.	**Context**	**2**
2.1	The Requirement	2
2.2	Site Location	2
2.3	Site Description	2
2.4	Site Character	3
2.5	Relevant Planning Policy	3
3.	**Survey / Investigation**	**3**
3.1	Flood Risk	3
3.2	Ecology	3
3.3	Arboriculture	4
3.4	Transport	4
3.5	Noise Impact	4
3.6	Utilities	4
4.	**Proposals**	**4**
4.1	Amount	4
4.2	Layout	4
4.3	Scale	4
4.4	Appearance	5
4.5	Landscaping	5
4.6	Access and Inclusion	5
4.7	Sustainability	5
4.8	Foul and Surface Water Drainage	5
4.9	Logistics / Hours of Operation	5
5.	**Planning Statement**	**5**
5.1	National Planning Policy Framework	5
5.2	Eastleigh Borough Local Plan	5
5.3	Transport and Highways	8
5.4	Character and Environmental Assessment	9
5.5	Biodiversity	9
5.6	Conclusion	10

Figure 1 – Location Plan

1. Introduction

1.1 The Application

This planning application is for a change of use of an existing building located at Brickfield Lane within the Chandlers Ford Industrial Estate.

1.2 The Applicant

The applicant is Mr Hanif Karimi who currently owns a similar operation, Hedge End Gym Ltd.

1.3 Background

The building, known as the Annexe to Discovery House, Brickfield Lane, was once part of the Tender Cuts Ltd and has been vacant since November 2024 approximately (see Figure 1). There is limited planning history to the site and all below are historic within planning's public access:

- Z/12865/004/00 - SINGLE STOREY SIDE EXTENSION permitted 2/11/1990
- Z/12071/003/00 - ERECTION OF SIDE ENTRANCE LOBBY permitted 11/03/1991
- Z/12865/006/00 - TEMPORARY SITING OF PORTABLE BUILDING FOR OFFICE USE permitted 16/07/1993
- Z/12865/008/00 - CONSTRUCTION OF LINK BETWEEN BUILDINGS AND ALTERATIONS TO FRONT ELEVATION permitted 20/05/1997
- Z/12865/001/00 - CHANGE OF USE FROM WAREHOUSE TO LIGHT INDUSTRIAL WITH REAR EXTENSION permitted 5/7/1998

Other relevant planning history within the area:

- Flip Out, Unit 1a Chandlers Park, School Close
  - F/16/77991 - Change of use from office (B1a) to indoor trampolining centre (D2) permitted 30/03/2016. Condition 4 restricted hours of use.
  - X/19/86325 - Removal of Condition 4 of planning permission F/16/77991 for the change of use from office (B1a) to indoor trampolining centre (D2) to allow unrestricted opening to customers permitted 1/10/2019 – removed condition 4 to allow unlimited opening hours.

Also, there are other training gyms and fitness studios within the industrial site, although no planning history was found:

- PentaLife CrossFit, Unit 8, Brickfield Trading Estate, Brickfield Lane, SO53 4DR
- DMF:evolve, Unit 3, 1 School Lane, SO53 4DG
- Dynamic Aerial & Pole Fitness Studio, School Close, SO53 4RA

Figure 2 – Existing front elevation

1.4 Applicant's Agent

This application has been produced by RS Studio on behalf of the applicant.

2. Context

2.1 The Requirement

The proposal intends to change the use of the site from its former general industrial use to a Use Class E (d) for a gym with a focus on personal and group training and exercise. The business model includes employment for up to 15-16 people for 2 x managers, 12 x personal trainers and 1-2 cleaners, some on a part-time basis (approximately 10 full-time equivalent).

The business model has been tested at a separate site (Hedge End Gym, Herald Industrial Estate) where the gym will be available to its members on a 24-hour basis, with personal training availability throughout the day and evening hours. Through the morning and daytime, the average number of attendees are 6-10 members at any given hour, with peak hours (estimated to be from 5pm-8pm) seeing up to 30 members (approximate). Attendance and access will be managed by the Ashbourne Membership Management automatic entry systems.

2.2 Site Location

The application site is located within an industrial area just south of Chandlers Ford train station and along the south side of Brickfield Lane. The site falls within the boundaries of Eastleigh Borough Council. The site postcode is SO53 4DP.

2.3 Site Description

The building was once part of the wider Tender Cuts meat processing and distribution units and currently unoccupied with some recent renovations. The wider site had been separated into smaller units with some occupied by Fairfax Meadow (foodservice catering butcher). The proposal site has a separate access and parking area, and the building's internal layout is primarily open-plan with rooms near the front for offices and WCs. The external finishes are brick to lower ground floor with blue corrugated panelling to its upper elevations as a parapet roof. Otherwise, the roof has a shallow pitch with rooflights. (See Figure 2.)

The site area measures approximately 574m^2.

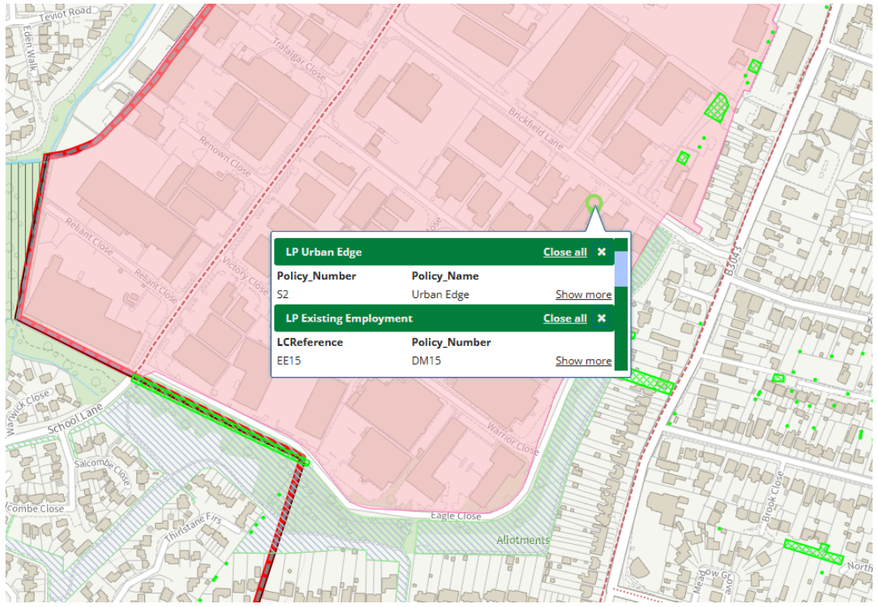

Figure 3 – Policy Map demonstrated (S2, DM15)

Figure 4 – Flood Zone 1 demonstrated

2.4 Area Character

The site is within the settlement boundary, and is safeguarded for employment for predominantly B2, B8 and E(g) (see Figure 3). The wider site is delineated by the railway line (northeast), B3043 (east), Eagle Close (south-west) and School Close (west). Just beyond the site area allotments, TPO-protected trees and Titlark Copse (a SINC). There are mature trees sparsely planted along the road, but not within the site. Brickfield Lane has pavements and road-side parking available. The buildings nearby are up to 2-storey in height and primarily built of a mix of cladding and brick.

2.5 Planning Policy

Key policies/documents that were considered in the preparation of this application are:

<u>Eastleigh Borough Local Plan (April 2022)</u>
S1 – Delivering sustainable development
S2 – Approach to new development
DM1 – General criteria for development
DM8 – Pollution
DM11 – Nature conservation
DM13 – General development criteria – transport
DM14 – Parking
DM15 – Safeguarding existing employment sites

<u>Supplementary Planning Guidance</u>
Quality Places Nov 2011
Parking Standards SPD 2025

<u>Other Relevant Guidance</u>
National Planning Policy Framework (2024)

3. Survey / Investigation

3.1 Flood Risk

The Environment Agency flood risk maps were reviewed, and it was identified that the site lies within Flood Zone 1 (Figure 4), and therefore no further flood risk assessment work has been undertaken.

3.2 Ecology

The DEFRA Magic Map has been reviewed, and no further protected species were noted within or immediately surrounding the site. As such no further assessment work has been undertaken.

Figure 5 – 3D image of indicative equipment layout

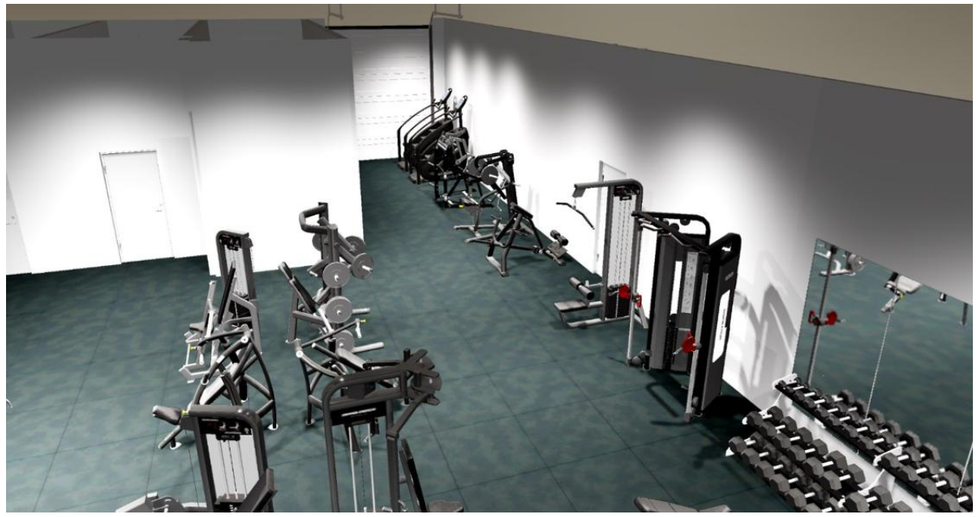

Figure 6 – 3D image of indicative equipment layout toward entrance/offices

3.3 Arboriculture

There are no trees on or near the site. As such no further assessment work has been undertaken.

3.4 Transport

The site has 8 parking spaces in front of the building as existing, and open parking is also available along part of Brickfield Lane. The site is sustainable with access to bus stops and rail stations within walking distance. Most of the businesses nearby are only open during business hours which will allow more roadside parking availability after approximately 5pm each day.

3.5 Noise Impact

The various light industrial activities within the area throughout the daytime hours is evidenced when visiting the site, but not at a consistent or harmful level to the use of the annexe unit. The proposal will be for personal training within its installed equipment, so no harmful noise levels are expected for this use that would conflict or disrupt any of the existing business use in the area.

3.6 Utilities

The site area has ready access to water, drainage and electricity, so no further impact to the existing services are expected.

4. Proposals

4.1 Amount

The building has an internal footprint for reception, office, WC and shower rooms of 45m^2 approximately and the remaining 235m^2 for training equipment. The entire site and building equate to 574m^2.

4.2 Layout

The existing partitions to the building for separate office space and separate men and women toilets will remain. Internal changes will include an upgrade to include a shower into each facility. The gym equipment layout will not be fixed but moveable to suit the particular needs of the trainers and the pending members. Indicative layouts have been provided within the proposed drawings as well as 3D images for reference (see Figures 5-6).

4.3 Scale

No external alterations are proposed to the fabric of the building. Any internal alterations will be compliant with building regulations (the introduction of showers, for example). The secondary accesses will remain available for emergency purposes.

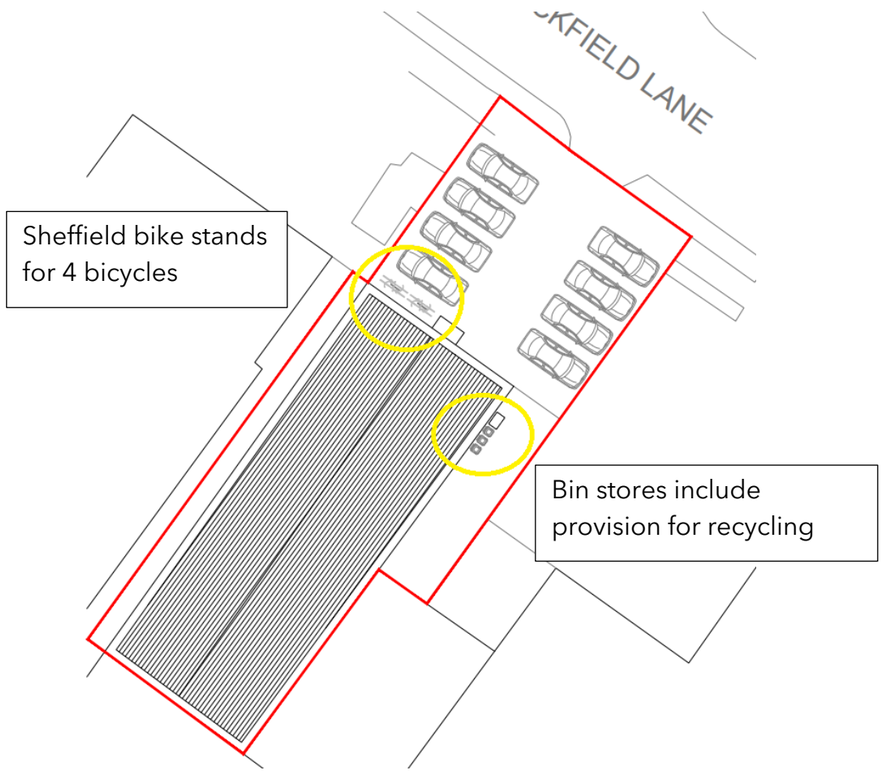

Figure 7 – Bike and bin storage included within proposal

4.4 Appearance

There are no external changes proposed, other than the introduction of 2 Sheffield-type bike stands for 4 bicycles. (See Figure 7.)

4.5 Landscaping

No hard or soft landscaping has been proposed as part of this application. The existing parking area with its low wall and its security hoops along the front boundary will remain as existing.

4.6 Access and Inclusion

The building is compliant with Building Regulations Part M.

4.7 Sustainability

The proposed site is within a sustainable location given its proximity to bus stops, a train station and some local services within 10-20 minutes walking distance. The building has provision of skylights with existing LED lighting.

4.8 Foul and Surface Water Drainage

The proposal will use the existing foul water connections as existing. Surface water drainage is not expected to be impacted to require further alterations.

4.9 Logistics / Hours of Operations

- The gym will remain operational 24-hour basis, 7-days a week, with 2 managers on site (shift hours). There will be a manned reception area toward the front during the day and evening times.
- Personal trainers will vary in numbers throughout the day/evening, but there would be approximately 12 trainers on site within various shifts (pending membership need). Two cleaners (one part-time) will also be employed.
- The average number of members within the morning/daytime hours will be approximately 6-10 members (on average).
- Evening hours are peak times between 5-8pm with up to 15-30 members (on average) per hour at these times
- After-hours attendance and access will be managed by the Ashbourne Membership Management automatic entry systems (similar to the Hedge End Gym entrance system).

5. Planning Statement

5.1 National Planning Policy Framework and Local Economic Impacts

The National Planning Policy Framework (NPPF 2024) paragraph 85 advises that decisions should help create the conditions in which businesses can invest, expand and adapt. While the

proposal site is within a designated B2, B8 and E(g) use class, the proposed change of use will enliven the vacant unit for use while providing a fitness offering to the area. The commercial sites currently vacant within the SO53 area are numerous, and plenty of other industrial and storage facilities remain available, so the change of use will not impede upon the existing local demand.

5.2 Eastleigh Borough Local Plan (2016-2036)

Policy S1 – Delivering sustainable development
This policy's sub-categories 1(a)-(e), (h), (i) are most applicable to this application.

The proposal seeks to reuse a building that has been vacant for over a year without making any unnecessary alterations to continue the site for employment use without compromising the identy of the Borough within a sustainable location. The proposal is considered in compliance with this policy.

Policy S2 – Approach to new development
This policy provides areas where there is a presumption in favour of new development.

This site is within the urban edge and within the built-up area. The proposal complies with this policy.

Policy DM1 – General criteria for development
The criteria for development aims to protect neighbouring amenities, character of the area, makes efficient use of the site, does not involve a loss of trees or significant biodiversity, protects rights of way, provides development for inclusion and accessibily, inhibits criminal behaviour, incorporates waste management, and incorporates public art within large scale development.

The proposal is for a change of use to an existing building, so therefore no further impact to the amenities or character of the area. The site will be accessible 24 hours so natural surveillance will occur within the site after hours. Bin storage has been indicated within the side of the building and will be of limited use given the nature of the proposal. This proposal complies with this policy.

Policy DM8 – Pollution
This policy covers the all types of pollution (air, surface and water, noise/vibration, land contamination).

Figure 8 – Existing car park for 8 vehicle spaces

The industrial building has had a refurbishment including new epoxy resin floors. The proposal does not involve further ground disturbance so land contaminate impacts are not expected. The gym use will not create other pollution impacts especially to noise and vibration as the gym will only be for weight-training purposes. The proposal complies with this policy.

Policy DM11 – Nature conservation
The policy aims to protect, conserve and enhance all local and national nature conservation designations.

The proposal will not include any external alterations or disruption to priority or non-priority habitats with the change of use. The proposal is in compliance with this policy.

Policy DM13 – General development criteria – transport
Policy DM14 – Parking
Parking Standards SPD
Policy DM13 aims to protect safe and convenient access to highways and to consider transport by other means than a private car (bus, train, cycle and pedestrian access). Policy DM14 aims to consider the adequacy of both residential and commercial parking with consideration to any impacts to the area. (New car parks subcategory does not apply.) The Parking SPD provides standards of parking both vehicles and cars, residential and commercial.

This proposal is to maintain the existing 8 off-road spaces for the site's use, while incorporating additional bicycle storage (see Figures 7-8). As the site is easily accessible by pedestrians, bus and train, on-site parking and roadside parking are considered sufficient for the gym's use to avoid any further harmful impact to the existing highway network (please refer to the Transport and Highways section below).

Policy DM15 – Safeguarding existing employment sites
Policy DM15, specifically no.2., states that employment uses other than those in B2, B8 or E(g)(ii)/(iii) (not E(a)/(b)/(c) uses or pubs, drinking establishments or hot food takeaways) may be permitted provided they would not have a significant impact on the continued primary use of the site or cause significant harm or issues to highway safety or amenities of the area or local residents.

The wider site has a precedence of a few out-of-policy businesses, such Kids2Day preschool located within Renown Close, Hendy Truck Dealership and Flip Out indoor play located along School Lane as examples. There are also three other small fitness studios within the area as mentioned within the planning history background of this document:

- PentaLife CrossFit, Unit 8, Brickfield Trading Estate, Brickfield Lane, SO53 4DR
- DMF:evolve, Unit 3, 1 School Lane, SO53 4DG
- Dynamic Aerial & Pole Fitness Studio, School Close, SO53 4RA

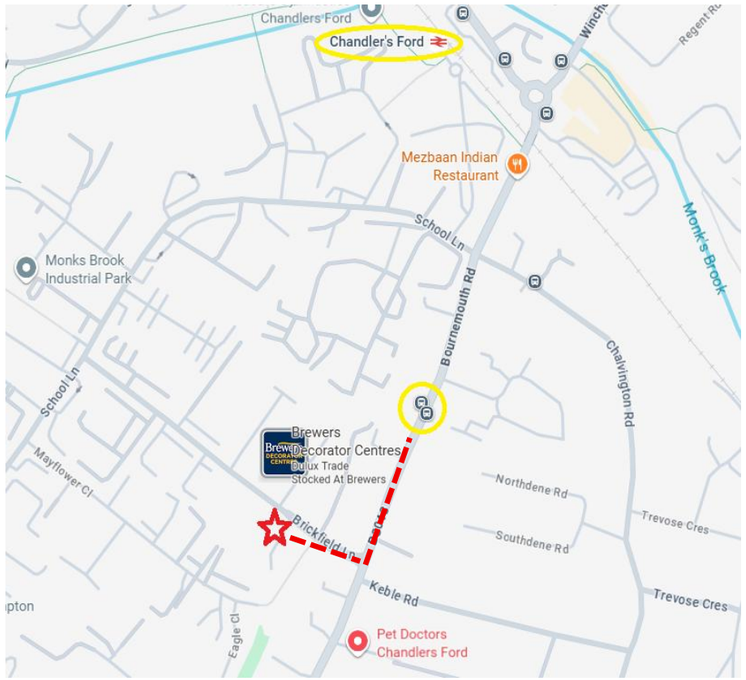

Figure 9 – Bus stop approximately 5-minute walk from site.

There have been extensive marketing efforts prior to this application's submission by the agent Keygrove Commercial Agency. (Please see supporting statement provided within the application's details.) Below are highlights from the commercial agent:

- The site is still on the market as it has been vacant since November 2024. Keygrove had started marketing the site in February 2025.
- Marketing signs were displayed, but the primary advertising ran within websites: Rightmove Commercial, Zoopla Commercial, Keygrove Website, EGI Propertylink, Novaloca, Loopnet, CoStar, Boxpod, Movehut and to Keygrove's extensive database and local contacts.
- There were 11 enquiries and 5 viewings, all from industrial users. The low height of 3.72m is an impediment to such users and makes the unit difficult to let for such purposes. (N.B., common warehouse racking heights range from 3m to over 10m which may have limited options on potential warehouse and distribution use.)

The success of a private gym in an industrial (or similar) designated site has been tested within the applicant's Hedge End Gym in Herald Industrial Estate. Data suggests that most training sessions are completed within an hour, making it more efficient for those that live and work within the immediate area. Another successful example is Pinnacle Performance in Hamble Point Marina that has been established within employment-protected land within Policy DM20 (Boatyard and marina sites on the River Hamble). Pinnacle Performance provides an amenity to the local area by supporting the sailing and racing community and teams, but also provides a fitness amenity within a peninsular location that suffers from transportation access to and from Hamble village. This proposal along Brickfield Lane will provide a local amenity to those that work and live nearby as a more efficient approach to fitness as opposed to the larger 'big box' gyms such as Places Leisure, Anytime Fitness or David Lloyd.

The building's use for a gym will not impact the primary use of the site or cause issues to highway safety (as demonstrated within the section below) or amenities of the area. This proposal would not impact the building's future use to revert back to light industrial or other storage use. The proposal is therefore in compliance with this policy.

5.3 Transport and Highways

The Parking SPD has standards based upon class (Class E) and further defines parking within sub-categories (i.e., sports halls, health clubs, gym, tennis or squash courts). However, a personal trainer gym as described is difficult to compare to these sub-categories that range from 1 space per 20-30m^2 or based on number of seats and courts available within the larger categories. The public area of this gym measures approximately 230m^2, and it is estimate that at least 2 full-time employees will be on site at any one time.

The site has 8 off-road parking spaces as existing and road-side parking available. Parking for its staff and members would be ample during day-time hours when expected attendance is

Figure 10 – Internal refurbishment of resin floor.

Figure 11 – Internal refurbishment (front office)

anticipated to be lower compared to evening times. As most nearby businesses close at 5pm, and thus freeing up the roadside parking along Brickfield Lane, this will increase the availability of parking to account for the uptick in its evening training sessions. The other small fitness offerings in the area (PentaLife CrossFit , DMF:evolve, Dynamic Aerial & Pole Fitness Studio) appear to require a similar amount of off-road vehicle parking given their locations and shared car parking with nearby units.

There will be spaces for up to 4 bicycles within the front of the building. As with vehicle parking, there is not a clear estimate to the minimum number of bicycle spaces required for this business model within the Parking SPD guidance. Policy standards start at 1 space per 10m2 for a typical health club that account for larger populations of training, fitness classes or swimming pools. It would be excessive to remove any of the existing 8 vehicle parking spaces to increase bike storage in this example.

Given the challenge to interpret the standard to fit this business model, a comprehensive approach has been considered. The site is sustainable near Chandlers Ford train station (15-minute walk) and bus stops within a 5-minute walk. (See Figure 9). A significant element of the business model is to develop relationships within the local area to provide membership discounts within a certain working radius (similar with the Hedge End model), therefore requiring a lower off-road parking need if the members are already within the area and have parked locally, reducing the estimated number of trips. It is considered the parking and bicycle allowance is suitable for a personal training gym and would not create any further impacts upon highway safety.

5.4 Character and Environmental Assessment

No external alterations are proposed that would impact the existing character of the area. The annexe building is within an area surrounded by a mix of business and industrial use. Surrounding the site is a variety of trades, including Ilika battery manufacturing adjacent and Brewers Decorator Centre across from the site. Externally, there is existing background noise but mostly due to vehicle movements and not from industrial processes or equipment use.

The proposal of a training gym is not expected to add to the external noise levels. Most gyms include some form of equipment sound, music and conversation, but the noise levels will not be above what would be desirable for those in attendance – so external outputs would be limited as well.

5.5 Biodiversity Net Gain

The site has had biodiversity database checks (DEFRA Magic Map), and no further priority habitats or species have been found within the site. The change of use does not involve any disturbance or impact to priority or non-priority habitats as the land is existing hardstanding. Therefore, the change of use is considered subject to the de minimis exemption to

demonstrate a Biodiversity Net Gain (BNG) requirement. The proposal is considered in compliance with Policy DM11 as no further harmful impacts are expected.

5.6 Conclusion

The proposed change-of-use will bring a vacant site into use while providing a convenient fitness offering to the area. Given that the proposed change-of-use is considered to be in compliance with national and local policies, the proposal should therefore be supported.