

INDOOR GOLF SIMULATOR CENTRE WITH WELLNESS FACILITIES, RESTAURANT, AND CO-WORKING / OFFICE SPACE

UNIT H GEORGE CURL WAY SOUTHAMPTON SO18 2RX

PLANNING STATEMENT

AUGUST 2026

PREPARED ON BEHALF OF:
PARCLUB HOLDINGS LIMITED





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EXECUTIVE SUMMARY

This planning application proposes a change of use of an existing building to Class E consisting of an indoor golf simulator centre with wellness facilities, a restaurant, and a premium co-working / office space with illuminated signage. The proposed development will provide multiple benefits, including:

- Retention of an existing employment site;
- Provision of a wide range of employment opportunities within both the leisure and hospitality sector;
- Effective use of an under-utilised existing building with no new built form proposed;
- Provision of a unique, high-quality leisure and business use;
- Supporting the local visitor economy;
- Supporting the Hampshire and Isle of Wight Air Ambulance financially through renting out the unused part of Unit H.

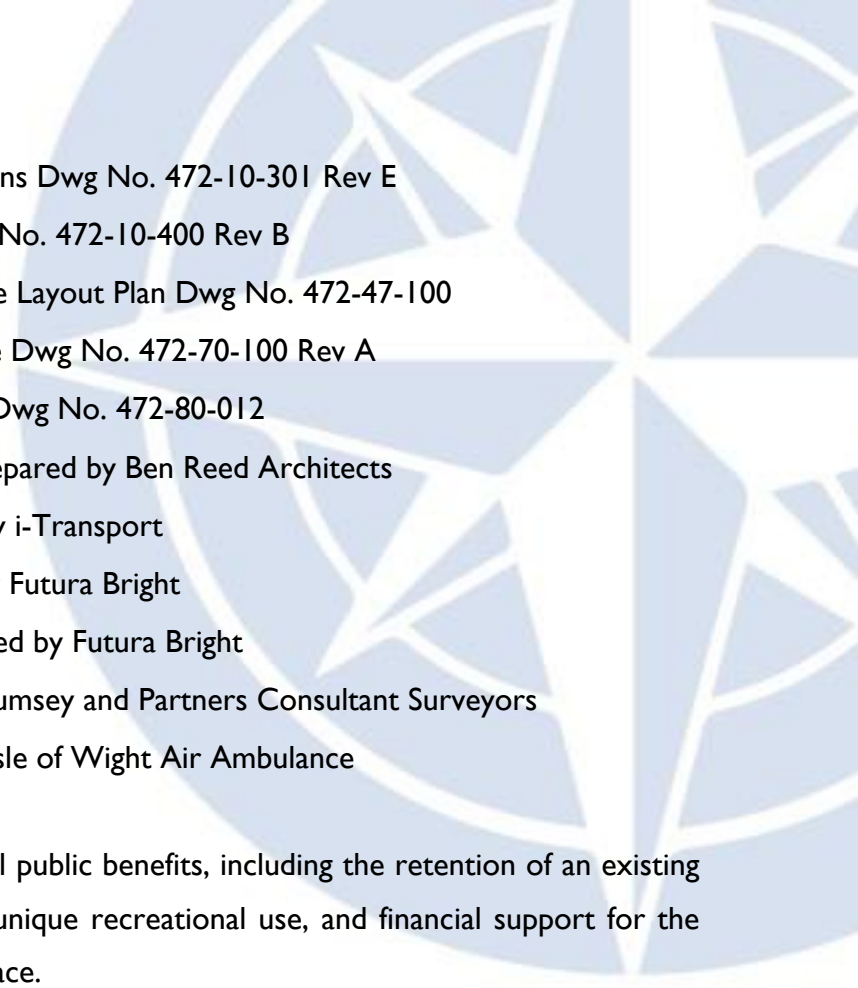
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SECTION I

INTRODUCTION

- I.1 Southern Planning Practice Ltd has been instructed by Parclub Holdings Limited to prepare and submit a planning application for an indoor golf simulator centre with wellness facilities, a restaurant, and a co-working / office space with illuminated signage at Unit H, George Curl Way, Southampton, SO18 2RX. Parclub Holdings Limited are the tenant and the owners, the Hampshire and Isle of Wight Air Ambulance (HLOWAA), have been involved since the early stages of the Proposals. Appropriate notice has been served on the HLOWAA as the landowner accordingly.
- I.2 This application only concerns part of Unit H, specifically the southern section of the ground floor and part of the northern section of the first floor, as these are not in use and not required by the HLOWAA. The proposed development seeks to change the use of these sections of the building to a variety of uses falling under Class E. The proposed uses will be facilitated through internal layout changes and a minor change to the fenestration on the eastern elevation.
- I.3 The following plans and document are submitted with this application for consideration by the Council in conjunction with this statement:
- Existing Site Plan Dwg No. 472-00-011 Rev B
 - Existing Ground Floor Plan Dwg No. 472-00-100 Rev A
 - Existing First Floor Plan Dwg No. 472-00-101 Rev A
 - Existing Roof and Site Plan Dwg No. 472-00-103 Rev B
 - Existing North and South Elevations Dwg No. 472-00-300 Rev A
 - Existing West and East Elevations Dwg No. 472-00-301 Rev A
 - Proposed Site Plan Dwg No. 472-10-011 Rev B
 - Proposed Ground Floor Site Plan Dwg No. 472-10-012 Rev A
 - Proposed Ground Floor Block Plan – Option A Dwg No. 472-10-100A Rev C
 - Proposed First Floor Block Plan Dwg No. 472-10-101 Rev E
 - Proposed Roof and Site Plan Dwg No. 472-10-103 Rev B
 - Proposed North and South Elevations Dwg No. 472-10-300 Rev D

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- Proposed West and East Elevations Dwg No. 472-10-301 Rev E
 - Proposed Bin Store Layout Dwg No. 472-10-400 Rev B
 - Proposed Ground Floor Drainage Layout Plan Dwg No. 472-47-100
 - Proposed West Elevation Signage Dwg No. 472-70-100 Rev A
 - Proposed External Lighting Plan Dwg No. 472-80-012
 - Design and Access Statement prepared by Ben Reed Architects
 - Transport Statement prepared by i-Transport
 - Sustainability Report prepared by Futura Bright
 - BREAM pre-assessment prepared by Futura Bright
 - Marketing Report prepared by Rumsey and Partners Consultant Surveyors
 - Letter from the Hampshire and Isle of Wight Air Ambulance

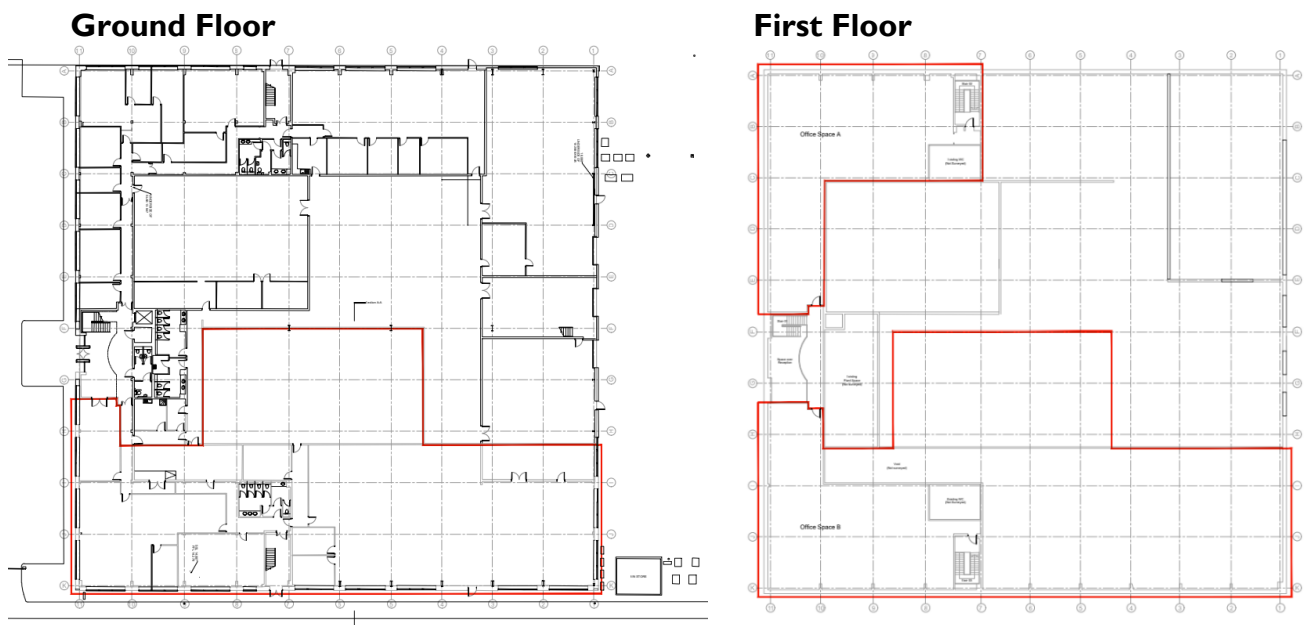
I.4 The proposed use will provide several public benefits, including the retention of an existing employment site, the provision of a unique recreational use, and financial support for the HIOWAA through renting out the space.

I.5 Section 2 of this statement will describe the site and its surrounds, followed by the planning history in Section 3. The proposals will be set out in Section 4, followed by the relevant planning policy in Section 5. Section 6 will assess the proposals in relation to the policies and Section 7 will draw conclusions.

SECTION 2

THE SITE AND ITS SURROUNDS

- 2.1 The site is located within the Southampton International Business Park, which sits between Eastleigh and Swaythling. The M27 is situated to the south-west of the site, and Southampton Airport is to the north-east. Unit H is a large commercial building located on the north-eastern side of George Curl Way.
- 2.2 Southampton International Business Park comprises a variety of commercial and industrial uses, including offices, a car dealership, and an IT warehouse. The most recent use introduced to the business park is the HIOWAA airbase in the same building as the proposal subject of this application.
- 2.3 Unit H is a commercial building owned by the HIOWAA. The HIOWAA utilise the northern-most section of the building as their headquarters and airbase, however they do not require the southern-most section. Therefore, it currently sits empty and available for lease. The part of the building subject to this application is outlined in red on the floor plans below:



- 2.4 The site is not known to be subject to any environmental, landscape or historic designations and is within Flood Zone I, which means that there is a very low risk from flooding on this site.

SECTION 3

PLANNING HISTORY

Relevant Site Planning History

- 3.1 Planning permission was granted in July 2024 (ref: F/24/97188) to enable the HIOWAA to move into Unit H and use it as their headquarters and airbase. This was followed by a further grant of planning permission in July 2025 (ref: X/25/99432) to vary the approved plans to amend the rear elevation fenestration.
- 3.2 A discharge of conditions application was approved in April 2026 (ref: DC/26/100987), which discharged all relevant conditions from the original planning permission.
- 3.3 In May 2026, advertisement consent was granted (ref: A/26/101164) to install an internally illuminated sign on the western elevation and a non-illuminated sign on the eastern elevation. This was followed by a grant of planning permission in May 2026 (ref: F/26/101105) for the installation of roof-mounted solar PV panels and the repainting of the exterior elevations.
- 3.4 The HIOWAA headquarters and airbase at Unit H is now complete and has been fully operational since June 2026.

Pre-application Advice

- 3.5 A pre-application advice request was submitted in May 2026 to seek the Council's initial advice on the same description of development proposed by this application. Case Officer Rebecca Altman undertook a site visit on 1 July 2026, and written advice was provided on 8 July 2026. The pre-application advice is summarised below:
 - Use classes of each use are confirmed (see Section 4 below).
 - In exceptional circumstances, Policy DM15 can also support other uses that are not Class B2, B8, or E(g)(ii)/(iii), provided that they would not have a significant impact on the continued primary use of the site.
 - Given the existing planning permission, the general principle of a mixed-use development within the unit has been accepted.

- The Par Club proposal would bring the unused section of Unit H into a viable use.
- As Policy DM15 states that Class E(a), E(b), and E(d) will not be permitted in employment areas, the shop and restaurant / bar would be contrary to policy if they were standalone elements.
- It is acknowledged that the shop is a very small element of the proposal (13sqm) and provided it remained ancillary to the overall use, it is considered that its inclusion would be acceptable.
- It is also acknowledged that the restaurant / bar would be ancillary to the other uses in the building. Whilst it would be open to the public, due to its location it would be anticipated that the restaurant would predominantly be used by people using the other facilities within the unit.
- The golf centre and gym would also be uses not normally supported by Policy DM15. However, on the basis that the overall proposal is for a range of uses, some of which are already covered under the existing planning permission, and that the club overall would generate employment, it is considered that a case could be made for the inclusion of these additional uses.
- The proposal must not conflict with the existing HLOWAA use or impact the function of the wider employment area.
- The benefits of the new use for supporting the charity has been acknowledged and will be taken into account in the planning balance.
- Access arrangements determined acceptable for existing permission on site and the proposed use can be accommodated within the existing arrangements.
- No significant concerns with respect to visual impact.
- No significant concerns for amenity in terms of noise, air quality, and ground contamination.
- Biodiversity Net Gain (BNG) is not required for this type of proposal.

SECTION 4

PROPOSAL

- 4.1 This planning application seeks permission to change the use of part of Unit H from classes B8 and E(g)(i) to multiple Class E uses, comprising an indoor golf simulator centre, wellness facility, restaurant, and co-working / office space operated by Parclub. Illuminated signage is also proposed as part of this application. As such, this application seeks full planning permission and advertisement consent.
- 4.2 The proposed uses fall under Class E (commercial, business and service). Specifically:
- Indoor golf simulator centre with ancillary storage and retail - Class E(d) and Class E(a)
 - Wellness facility - Class E(e) and Class E(d)
 - Restaurant / bar - Class E(b)
 - Co-working / office space - Class E(g)(i)
- 4.3 The proposed change of use would therefore be to a Class E mixed use unit.
- 4.4 This application also proposes one internally illuminated fascia sign on the western elevation, which would sit below the existing HIOWAA sign.
- 4.5 The proposed uses would be accommodated across the southern section of the ground floor and part of the northern section of the first floor. These sections of Unit H are not in use by the HIOWAA.
- 4.6 The ground floor is proposed to have standard and VIP interactive golf simulator bays, an associated member's lounge, pro shop, and retail storage. The shop and retail storage would be ancillary to the main uses. A putting view would be situated centrally within the ground floor space. A restaurant / bar and associated food store are proposed for the ground floor. This would be ancillary to the main uses on site and be open to all members of the public. Toilets and a staff changing room would also be located at ground floor level. This is shown on the ground floor plan excerpt below.



- 4.7 The first floor would be a wellness centre, which contains a gym, yoga studios, massage and relaxation rooms, consultation rooms, saunas, and oxygen / cryosphere chambers. This floor would also include toilets and changing rooms. The first-floor mezzanine area would be a premium co-working / office space with toilets. The first floor plan is shown in the excerpt below:



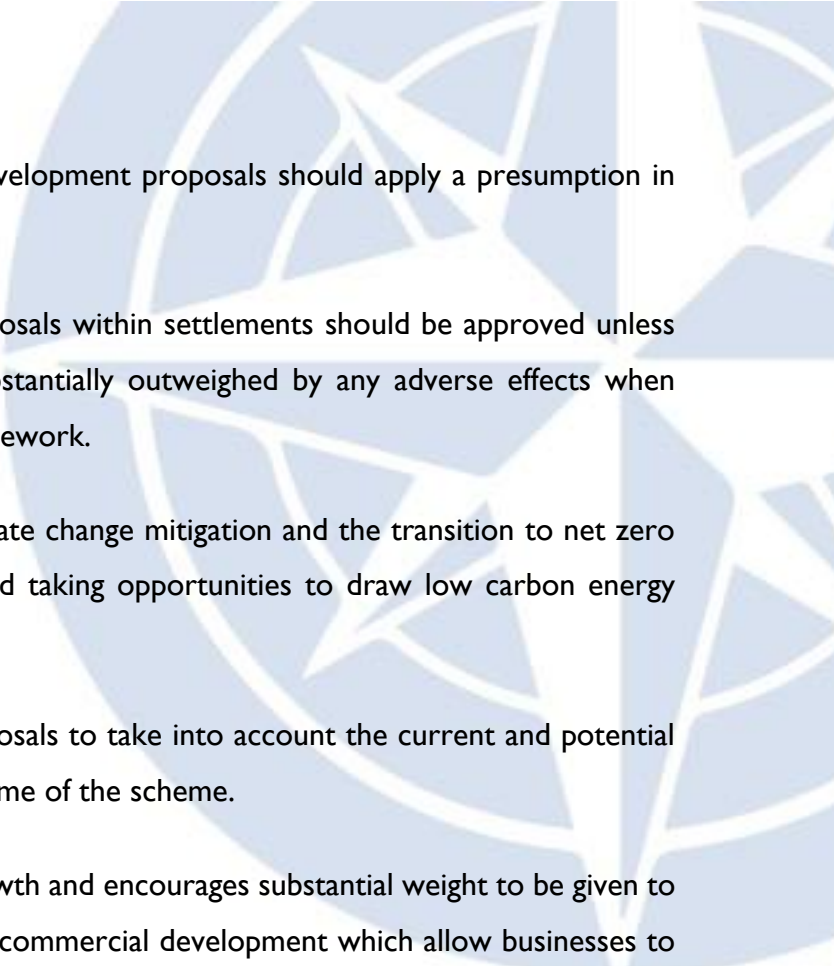
SECTION 5

RELEVANT PLANNING POLICY

- 5.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, and Section 70(2) of the Town and Country Planning Act 1990 (as amended), the planning policy framework relevant to the determination of the application comprises the Development Plan and relevant material considerations. Where the Development Plan contains relevant policies, applications for development which are in accordance with the plans should be allowed, unless material considerations state otherwise.
- 5.2 The site is located within the administrative boundary of Eastleigh Borough Council. As such, the Development Plan comprises the following elements:
- Eastleigh Borough Local Plan (2016-2036)
 - Hampshire Minerals and Waste Local Plan (2026)
- 5.3 The “other material considerations” relevant as per Section 38(6) of the Planning and Compulsory Purchase Act and Section 70 (2) of the Town and Country Planning Act 1990, include the National Planning Policy Framework, the Planning Practice Guidance, Supplementary Planning Documents, and other local guidance.

National Planning Policy

- 5.4 The National Planning Policy Framework (‘NPPF’ or the ‘Framework’) was most recently updated in August 2026 and sets out guidance for planning policies and decisions across England. The purpose of the Framework is to promote sustainable development through economic, social and environmental objectives.
- 5.5 Policy DM3 states that when considering development proposals, local planning authorities should work with the applicant in a positive and proactive manner and take a proportionate approach to the consideration of the planning matters raised by the proposals in a way that reflects their scale, complexity and potential impact.

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- 5.6 Policy S3 declares that decisions on development proposals should apply a presumption in favour of sustainable development.
 - 5.7 Policy S4 states that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects when assessed against the policies in the Framework.
 - 5.8 Policy CC2 seeks to contribute to climate change mitigation and the transition to net zero through re-using existing structures and taking opportunities to draw low carbon energy from decentralised networks.
 - 5.9 Policy CC3 requires development proposals to take into account the current and potential impacts of climate change over the lifetime of the scheme.
 - 5.10 Policy E2 seeks to support business growth and encourages substantial weight to be given to the economic benefits of proposals for commercial development which allow businesses to invest, expand and / or adapt, especially where this would support the economic vision and strategy for the area.
 - 5.11 Policy L2 encourages the effective use of land whereby substantial weight should be given to making better use of underutilised buildings.
 - 5.12 Policy TR3 states that development should be located in places where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing transport infrastructure.
 - 5.13 Policy TR3 requires developments to provide a suitable number of parking spaces for a range of transport modes, reflecting the location and nature of the development. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.
 - 5.14 Policy TR6 states that transport impacts should be adequately assessed within a Transport Statement, which should fully assess movement patterns and potential impacts. Applications should be refused if they would have a severe adverse impact on the transport network.

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- 5.15 Policy HC4 sets out that substantial weight should be given to development proposals which make a demonstrable contribution towards promoting good health, preventing ill-health, and supporting social interactions.

Local Planning Policy

- 5.16 The Eastleigh Borough Local Plan was adopted in 2022 and sets out the policies and plans to guide future development to 2036.

- 5.17 The policies of the Local Plan most relevant to this application are as follows:

- Policy S1 – Delivering sustainable development
- Policy S4 – Employment provision
- Policy DM1 – General criteria for new development
- Policy DM2 – Environmentally sustainable development
- Policy DM3 – Adaptation to climate change
- Policy DM8 – Pollution
- Policy DM13 – General development criteria: transport
- Policy DM14 – Parking
- Policy DM15 – Safeguarding existing employment sites
- Policy DM34 – New and enhanced recreation and open space facilities
- Policy DM36 – Community, leisure and cultural facilities

- 5.18 Strategic Policy S4 seeks to contribute towards sustainable economic growth through the provision of additional floorspace for B2, B8 and E(g) use classes. This includes development adjacent to Southampton Airport and retaining existing employment sites which have the potential to contribute towards future employment needs and intensifying their use. The Council will encourage the creation of jobs in forms of employment other than industry and commerce, such as retail, leisure and cultural activities, providing that they do not compromise the contribution that existing businesses and sites make to the economy.

- 5.19 Policy DM1 requires all new development to take full and proper account of the context of the site including the character, appearance and land uses of the locality. New development should be integrated in terms of design and should be compatible with adjoining uses.

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- 5.20 Policy DM2 requires all non-residential development above 500sqm to achieve BREEAM 'Excellent' through low or zero carbon energy generation on site or in a location agreed by the Council.
- 5.21 Policy DM13 seeks to ensure that all new development has safe and convenient access to the highway network, in addition to other transport modes, including public transport and active travel methods.
- 5.22 Policy DM15 considers existing employment sites and states that these will be retained predominantly in use classes B2, B8 and E(g). The Council will seek to permit the redevelopment and intensification of sites for B2, B8 and E(g)(ii)/(iii) employment uses and changes of use between these classes. Exceptionally, employment uses outside of these categories, other than E(a)/(b)/(c) may be permitted ensuring that they would not significantly impact the continued primary use of the site and would prevent significant harm to highway safety and neighbouring amenity.
- 5.23 Paragraph 5.97 sets out how it is important to retain employment sites in employment use to ensure a diverse choice of employment opportunities within the Borough.
- 5.24 Policy DM34 considers the provision of new and enhanced recreation and open space facilities. Proposals for new recreation facilities must accord with the general development criteria, biodiversity policies, and heritage policies of the Local Plan. Sites for new recreation facilities must be readily accessible to those they are intended to serve by means of transport other than the private car, and must accord with the transport and parking policies of the Local Plan.
- 5.25 Policy DM36 focuses on community, leisure and cultural facilities. Proposals within these categories outside of local centres will need to demonstrate that they are readily accessible via numerous modes of transport, there is no adverse impact on existing and proposed centres, and there are no suitable, viable, and available sites within an existing centre or edge of centre location.

Other Material Considerations

- 5.26 The Supplementary Planning Documents (SPD) relevant to this application are as follows:

- Parking Standards SPD (2025)
- Quality Places SPD (2011)



SECTION 6

ASSESSMENT

Planning Considerations

- 6.1 The main planning considerations for this application are the principle of development, highways impacts, and the impact on the character of the area. Impact on neighbouring amenity, design and appearance, ecology, and employment are also considered within this assessment.
- 6.2 This planning application has been informed by the pre-application response, and the following section sets out how the proposals are in accordance with the relevant policies of the Development Plan.

Principle of Development

- 6.3 Policy DM15 identifies existing employment sites and states that these will be retained predominantly within use classes B2, B8 and E(g). The proposed development comprises a mix of Class E uses which fall outside of the uses permitted by Policy DM15. However, the policy expressly recognises that, in exceptional circumstances, employment generating uses outside of these categories, other than E(a)/(b)/(c), may be permitted, provided that they would not significantly prejudice the primary employment function of the site. The assessment of this proposal should therefore consider whether exceptional circumstances exist and whether the development would maintain the site's principal employment role.
- 6.4 The primary use of the site by the HIOWAA for their headquarters and airbase occupies the northern-most section of Unit H. The application site is physically separate from the HIOWAA accommodation, ensuring that the proposed use would not interfere with the charity's day-to-day operations. The supporting letter from the HIOWAA submitted with this application, in addition to the Marketing Report, sets out that it has been challenging to find a suitable occupant for the remaining part of the building, due to the specific nature of the HIOWAA's operations. The use proposed by Par Club was considered as the most suitable option, due to its ability to operate along the airbase activities, and is low-noise and low-impact in nature. Therefore, the proposed use would not significantly impact the primary

use of the site. Consequently, the proposal would not significantly affect the primary use of the site and satisfies a key requirement of Policy DM15.

- 6.5 In addition to the compatibility of the uses, the proposed development would enable the HIOWAA to rent out the unused section of Unit H to generate a further source of income to support the charity. This additional revenue would directly support the ongoing operation of the charity and its important public service. The proposal would therefore deliver wider social benefits in addition to its economic advantages. Furthermore, HIOWAA staff would have access to the Par Club facilities, supporting employee wellbeing and enhancing the attractiveness of the workplace.
- 6.6 Furthermore, HIOWAA staff would have access to the Par Club facilities, supporting employee wellbeing and enhancing the attractiveness of the workplace.
- 6.7 Whilst the interactive golf simulator centre and gym facilities on site are not typically supported by Policy DM15, the Council's pre-application advice acknowledged that the overall proposal is for a range of uses, with some already covered by the existing permission for the site, and it will generate a diverse range of employment opportunities. As a result, the uses which form the Par Club proposal will bring benefits which significantly outweigh any potential adverse impacts. The proposal would secure the productive use of a vacant floorspace that has proven difficult to let, ensuring that the building continues to contribute positively to the local economy. These benefits substantially outweigh any perceived conflict with the preferred use classes identified in Policy DM15.
- 6.8 It is acknowledged that Use Classes E(a)/(b)/(c) are excluded from the exceptional circumstances under Policy DM15, and the proposed development includes a pro shop under Class E(a) and a restaurant / bar under Class E(b). However, the two aforementioned uses will be ancillary uses. The pro shop will be small (13sqm) and ancillary to the interactive golf simulator centre, which falls under Class E(d) and is therefore not excluded by Policy DM15. Similarly, the restaurant / bar will be ancillary to the golf facilities and the wellness centre. The restaurant / bar will be used only by members utilising other facilities within the unit. These elements should therefore be afforded limited weight in the overall assessment of policy compliance, given their ancillary nature and modest scale.
- 6.9 The retention and intensification of existing employment sites are encouraged by Policy S4, which seeks to promote sustainable economic growth within the Borough. The proposed

development will ensure that the building remains an employment site, whilst making more efficient use of part of an existing building which currently sits unused. This approach is in accordance with Policy L2 of the NPPF which encourages the effective use of under-utilised buildings, which is a more sustainable approach than new build development. The proposal would also broaden the employment offer within Southampton International Business Park by introducing a range of roles that complement, rather than compete with, the existing business base. This would include hospitality managers, chefs, front of house staff, golf professionals, and wellness specialists; creating circa 25 on-site jobs in total. Par Club would therefore make a meaningful and demonstrable contribution to economic growth within the Borough through utilising and intensifying an existing employment site, in accordance with Policy S4.

- 6.10 The proposed Par Club would represent the first facility of this kind in Europe, which offers an exciting opportunity for Eastleigh to provide such a unique facility within an established employment location. This is consistent with the local and national goals of driving innovative economic growth. The proposal would enhance the Borough's attractiveness as a destination for investment and innovation while supporting wider objectives for economic diversification and sustainable growth at both the local and national level.
- 6.11 Policy DM36 also supports leisure facilities outside of local centres, ensuring that they are accessible via a variety of transport modes. This is set out in the Highways section below, which states that the site is highly accessible by public transport, as well as by foot and by bike. As the proposed facility would be the first of its kind, it would not detract from town centre facilities, due to its different offerings. Unit H is also considered to be the most suitable location for the Par Club uses, due to the ability to utilise an existing building and its compatibility with the HIOWAA's operations. Whilst alternative sites exist in theory, none would offer the same level of operational compatibility, accessibility, and integration within an established employment area.
- 6.12 In light of the above, the principle of development is considered to be acceptable when assessed against the relevant local and national planning policies. The proposal would bring a vacant and underutilised part of an established employment site back into productive use, generate approximately 25 jobs, provide financial support to an important local charity, diversify the Borough's employment and leisure offer, and deliver an innovative facility of regional significance. Crucially, the proposal would achieve these benefits without prejudicing the ongoing operation of the HIOWAA headquarters and airbase, which would remain the

primary use of the site. The Council's pre-application advice was broadly supportive of the principle of development, and it is considered that the substantial economic, social and operational benefits arising from the proposal provide a compelling justification for planning permission to be granted.

Highways Impacts

- 6.13 Policy DM13 requires new development to have safe and convenient access to the highway network and other modes of transport. No changes are proposed to the access arrangements, as the existing access is suitable for the proposed capacity of vehicles associated with Par Club. The proposed use will generate a higher level of traffic than the HIOWAA airbase, due to the nature of the Par Club use and the expected number of visitors.
- 6.14 The use of this access for Par Club visitors will not result in any conflicts with emergency vehicles, as there is a separate access to the rear of the building for emergency vehicles, which is controlled by a gate and operates independently to the main visitor car park. The Statement also confirms that the proposed development is not expected to generate transport impacts beyond those already associated with the HIOWAA airbase and will operate within the capacity of the existing highway network.
- 6.15 The calculations within the Transport Statement demonstrate that 63 parking spaces are required to serve the Par Club unit. The agreed terms between HIOWAA and Par Club allow for flexibility with these arrangements, which means for HIOWAA events they will be able to use some of Par Club's parking spaces should additional capacity be required. There is also overflow parking available within the Airport car park. Cycle parking will be accommodated within the existing cycle shelter containing 8 cycle spaces.
- 6.16 Whilst the majority of visitors are likely to use the private car to visit the site, the site is also accessible via sustainable transport modes. Southampton Airport Parkway is a 7-minute walk and 2-minute cycle from the site. The Post Office Centre bus stop is a 6-minute walk and a 2-minute cycle from the site. This clearly demonstrates the accessibility of the site, which enables visitors to travel to the site through a variety of transport methods.
- 6.17 The Transport Statement concludes by confirming that there are no highway related reasons as to why the application should be refused and the proposals are in accordance with Policy DM13 of the Local Plan.

Impact on the Character of the Area

- 6.18** Policy DMI requires all new development to take full and proper account of the character of the locality and compatible with adjoining uses. The site is located within Southampton International Business Park, which is characterised by a range of commercial, industrial and employment generating uses. The existing combination of uses within the Business Park coexist successfully, due to their similar traffic movements, noise, and general activity levels. These uses are positioned in an out-of-centre location, as they are less compatible with residential areas. Southampton International Business Park is therefore characterised by uses which generate traffic and noise, but at a relatively low-level. Par Club would integrate well into the established context. The nature of the operation, comprising indoor golf simulation, wellness facilities and ancillary hospitality uses, is low-impact and would be unlikely to generate noise levels exceeding those associated with many of the existing occupiers within the Business Park. As such, the proposal would be wholly compatible with the prevailing character and function of the area.
- 6.19** The proposal would not involve any alterations to the external appearance, scale, massing or layout of the existing building. As a result, the physical character of the site and its contribution to the wider Business Park would remain unchanged. The development would make effective use of existing floorspace within an established employment area without giving rise to any adverse visual, environmental or operational impacts. Accordingly, the proposal respects the character of the locality, remains compatible with surrounding uses, and fully accords with the requirements of Policy DMI. The development would preserve, and in some respects enhance, the vitality and functionality of this established employment location.

Impact on Neighbouring Amenity

- 6.20** Policy DMI also states that proposed development should be compatible with adjoining uses. Par Club would share a building with the HIOWAA. The proposed use is inherently low impact in nature and is therefore well suited to coexist alongside the HIOWAA's operations without causing disruption or operational conflict. As set out in the supporting letter submitted by HIOWAA, extensive efforts were made to identify a suitable occupier for the vacant floorspace; however, potential tenants were required to satisfy a range of specific operational requirements associated with the airbase. Par Club was identified as a particularly appropriate occupier due to the nature of its activities, which can operate successfully

alongside the HLOWAA whilst maintaining the integrity and effectiveness of its emergency service operations. The proposal is therefore demonstrably compatible with the ongoing use of the site. Furthermore, all activities would be contained within the existing building, ensuring that the development would not adversely affect the operation of Southampton Airport or give rise to any airport-related safety or operational concerns.

- 6.21 As stated above, the proposed use is similar in nature to the existing uses within Southampton International Business Park and would sit comfortably within the established commercial environment. The development is not expected to generate levels of traffic, noise or activity that would materially differ from those typically associated with the surrounding employment uses. Therefore, the impact on neighbouring uses will be negligible and the proposed Par Club is in accordance with Policy DMI.

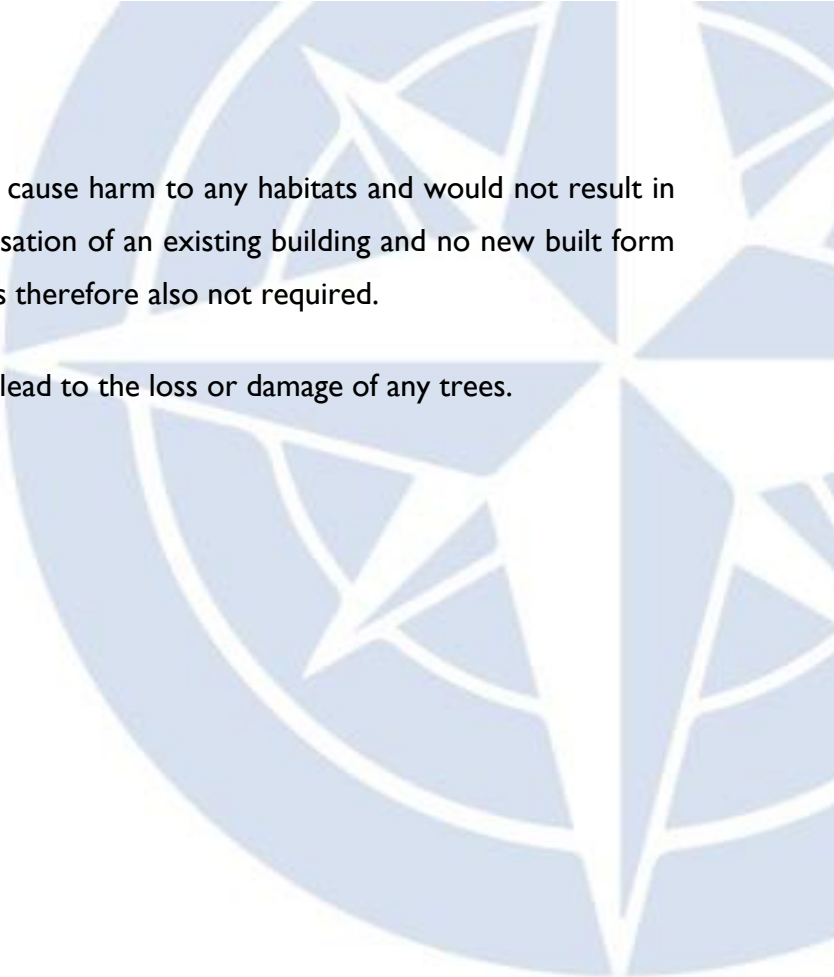
Design and Appearance

- 6.22 Policy DMI requires new development to take full and proper account of the context of the site and be well-integrated in terms of design. The majority of the works associated with the proposed development would be to the internal layout. The external alterations are very minor and only include the installation of a window on the eastern elevation at first floor level. Due to the minor level of the external changes, this is not anticipated to have an adverse impact on the visual appearance of the site and its surroundings. This is confirmed by the pre-application advice. With regard to light spill from the window, this is considered to be very limited and, if required, could be mitigated through the installation of a dawn to dusk blind.
- 6.23 The only other external changes to the building would be the installation of signage. One internally illuminated fascia sign is proposed on the western elevation of the building, which would sit below the existing illuminated signage for the HLOWAA. Due to there already being signage on this elevation, and the scale being very similar, it is considered that this element of the proposals is acceptable in terms of visual impact. Please refer to the submitted plans for further details on the applications signage.
- 6.24 Overall, due to the minor alterations proposed to the existing building, the visual impact of the proposals is acceptable, in accordance with Policy DMI and Policy DP3 of the NPPF.

Sustainability

- 6.25 An Energy and Sustainability Strategy and BREEAM Refurbishment and Fit-out (RFO) Pre-Assessment have been prepared to support the proposed refurbishment and fit-out of Unit H, as a leisure, hospitality and wellness destination. The development adopts a sustainable reuse approach, retaining the existing building structure and envelope and thereby reducing embodied carbon impacts associated with new construction.
- 6.26 The scheme has been designed in accordance with the council's sustainability policies and is targeting a BREEAM UK Refurbishment and Fit-out 2014 'Excellent' rating. This is in accordance with Policy DM2, which requires non-residential development above 500sqm floorspace to achieve BREEAM 'Excellent' rating. The accompanying pre-assessment confirms a predicted score of approximately 73%, exceeding the 70% threshold required for an Excellent rating and identifying additional credits that can be secured through detailed design and delivery.
- 6.27 The sustainability strategy incorporates a range of measures including the retention and adaptation of existing building fabric, high-efficiency LED lighting with intelligent controls, mechanical ventilation with heat recovery, air source heat pump technology, low-impact and responsibly sourced materials, water-efficient fittings, sustainable waste management practices, and measures to encourage sustainable travel. The proposals also include pollution control, biodiversity enhancement opportunities, climate resilience measures and operational management strategies. All of these proposed measures are
- 6.28 An energy assessment has been undertaken using the energy hierarchy approach. Through the implementation of energy efficiency measures and high-performance heat pump systems, the scheme is predicted to achieve an overall 8.5% reduction in regulated carbon emissions compared with the project baseline, equating to a saving of approximately 7.43 tonnes of CO₂ per annum.
- 6.29 Overall, the reports prepared and submitted together with this application demonstrate that sustainability considerations have been embedded throughout the design process and that the development will deliver a high-quality refurbishment scheme consistent with local and national sustainability objectives.

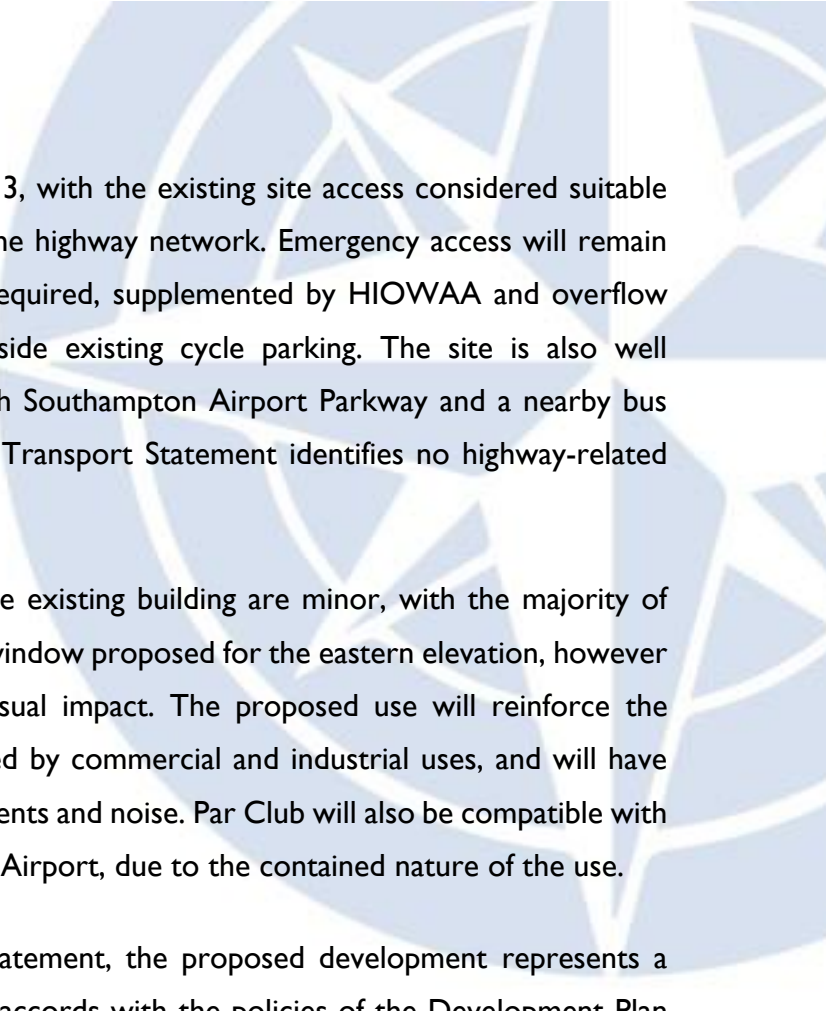
Ecology

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- 6.30 The proposed change of use would not cause harm to any habitats and would not result in any ecological impacts, through the utilisation of an existing building and no new built form being proposed. Biodiversity Net Gain is therefore also not required.
- 6.31 The proposed change of use would not lead to the loss or damage of any trees.

SECTION 7

CONCLUSION

- 7.1 This Planning Statement has been prepared in support of an application for an Indoor Golf Simulator Centre with Wellness Facilities, Restaurant, Co-Working / Office Space and Illuminated Signage at Unit H, George Curl Way, Southampton, SO18 2RX.
- 7.2 The assessment has demonstrated that the principle of the proposed Par Club use at Unit H is acceptable in principle and accords with the objectives of the development plan when considered as a whole. Whilst certain elements of the proposal fall outside the uses typically envisaged by Policy DM15, the scheme represents exceptional circumstances in that it would bring a substantial area of vacant and underutilised floorspace back into productive use without prejudicing the primary employment function of the site. Furthermore, the interactive golf and wellness elements are already supported by the extant planning permission, while the limited Class E(a) and E(b) components comprise ancillary facilities that are functionally subordinate to the principal leisure and wellbeing offer. The Council's pre-application advice was broadly supportive of the principle of development, further reinforcing the acceptability of the proposal.
- 7.3 Whilst Par Club would occupy the vacant southern-most section of Unit H owned by the HIOWAA. This application proposes to make efficient use of an under-utilised building through providing a use which supports the local economy through a unique visitor-based concept. The application seeks to retain the employment use of the site, as supported by Policy DM15, and will provide a variety of employment opportunities which diversifies from the existing opportunities offered within Southampton International Business Park.
- 7.4 Further, evidence submitted in support of the application demonstrates that securing an alternative occupier has been challenging due to the operational requirements associated with the adjoining airbase. The proposed development therefore presents a unique opportunity to secure the long-term occupation of currently unused floorspace through a use that has been specifically identified as compatible with HIOWAA's activities. In doing so, the scheme would provide an important source of rental income to support the ongoing work of the charity, while retaining and enhancing the site's employment function.

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- 7.5 The proposal complies with Policy DM13, with the existing site access considered suitable and no significant impact expected on the highway network. Emergency access will remain separate, while 63 parking spaces are required, supplemented by HIOWAA and overflow airport parking when necessary, alongside existing cycle parking. The site is also well connected by sustainable transport, with Southampton Airport Parkway and a nearby bus stop within a short walk or cycle. The Transport Statement identifies no highway-related reasons to refuse the application.
- 7.6 The physical alterations proposed to the existing building are minor, with the majority of changes occurring internally. There is a window proposed for the eastern elevation, however this will not result in any significant visual impact. The proposed use will reinforce the character of the area, which is populated by commercial and industrial uses, and will have similar impacts in terms of traffic movements and noise. Par Club will also be compatible with HIOWAA operations and Southampton Airport, due to the contained nature of the use.
- 7.7 In light of the details set out in this statement, the proposed development represents a sustainable form of development which accords with the policies of the Development Plan and national policy. The application clearly demonstrates compliance with the relevant planning policies and delivers substantial public, economic and social benefits that weigh decisively in favour of the scheme. Planning permission should therefore be granted in accordance with the policies of the Local Plan and the NPPF.